Bicycling.

STRONGER **LEGS!**

IN 10 MINUTES A DAY P.38

13 WAYS TO TURN EVERY RIDE INTO AN



A SIMPLE

PLAN P.30

5 GRAINS THAT GET YOU IN HIGH GEAR

53 COOLEST TASTIEST. MOST FRIENDLY **BIKE SHOPS**

TESTED THE BEST SUPERLIGHT **ROAD SHOES**





MUCH LIKE ITS LOCOMOTIVE NAMESAKE, THIS IS A STRAIGHT SHOT FROM THE MOTOR CITY.

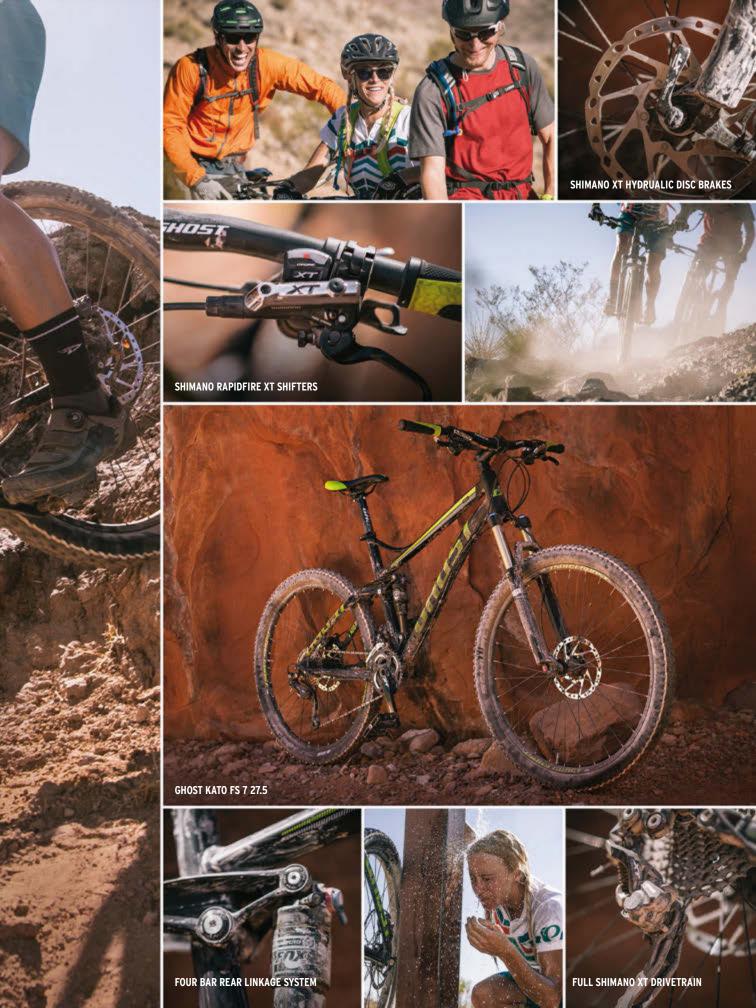
NAMED AFTER THE HISTORIC DETROIT ARROW LOCOMOTIVE AND HAND-ASSEMBLED
IN THE CITY OF ITS NAMESAKE, THE DETROIT ARROW IS ENGINEERED TO RIDE AS SMOOTH,
SIMPLE, AND EASY AS IT LOOKS. SINGLE-SPEED, AMERICAN-MADE TIG-WELDED TRUE TEMPER STEEL FRAME,
SHINOLA LEATHER SADDLE, AND CORK GRIPS. MEN'S FRAME SHOWN, WOMEN'S ALSO AVAILABLE.



SHINOLA DETROIT

Where American is made.









Inside

MAY 2015 // VOLUME LVI // NUMBER 04











AT YOUR SERVICE

Treat yourself to craft beer, windtunnel testing, locavore cuisine and a whole lot more at these 53 standout bike shops. By BICY-

CLING Staff and Contributors

YOU GOT THIS!

Getting lost can be the best way to rediscover what's truly great about riding a bike. PLUS 13 surefire ways to turn any ride into a caper. By Dylan Nord

BLUE STREAK

The heart and soul behind the most recognizable bike-tool brand in cycling. **PLUS** The most beloved tools, annotated.

By Mike Yozell

DEAR FRANCES

When you seek riding advice from a 175-year-old woman, you just might find yourself ending up with a whole philosophy of life instead.

By Maya Rodale

FOR BONUS TABLET CONTENT FROM THIS AND PAST ISSUES, GO TO BICYCLING.COM/IPAD AND DOWNLOAD THE APP.



FULL-SIZE CAPABILITY IN AMERICA'S SMALLEST, LIGHTEST SUV.

The All-New 2015 Jeep_® Renegade delivers best-in-class 4x4 capability. And it can be outfitted with Jeep Selec-Terrain, a class-exclusive 9-speed transmission, and an all-new My Sky[™] open-air roof system. All in America's smallest, lightest SUV.









SRAM RIVAL E

CLIMB HIGHER. LET NOTHING STOP YOU

Rival provides you with available WiFLi. Because while some of us hammer the flats and want our rear cassette gearing to match, others of us begin to realize our love of climbing calls for a Wider, Faster, Lighter 11-32 cassette. This is no small deal. Because it's about options. That meet your growth or preference. Rival gravity.

SRAM Rival. Rival your Limits.





Inside

DEPARTMENTS

EVERY ISSUE

16 | The Selection

Try this unique ride—and these cool shoes

18 ∣ Ask Bicycling

The best way to save a stinky helmet

128 | This Way

Thomas Yang, artist, goes full Venga!

LEADOUT

- 26 | Spin Stronger & Smoother
- 28 | Five Grains That Boost Energy
- 30 | Get Crazy Fast—A Simple Plan



KNOW HOW

- 33 | The Tip That Changed Everything
- 34 | Cycling's Fastest 60 Minutes
- 36 | Sage Advice from a Paperboy
- 38 | Stronger Legs in 10 Minutes
- 40 | Five Things That Make Us Happy
- 42 How to Make the Streets Safer
- 44 | Amp Your Style With This Gear
- 46 | A Pro's Guide to Decadent Treats

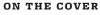
GEAR

- 89 | The Pro-Only Pedal You Can Ride
- 92 | Suspension Goes Electronic
- 96 | Tested: A Joyful Townie, and
- 114 | Best Superlight Road Shoes



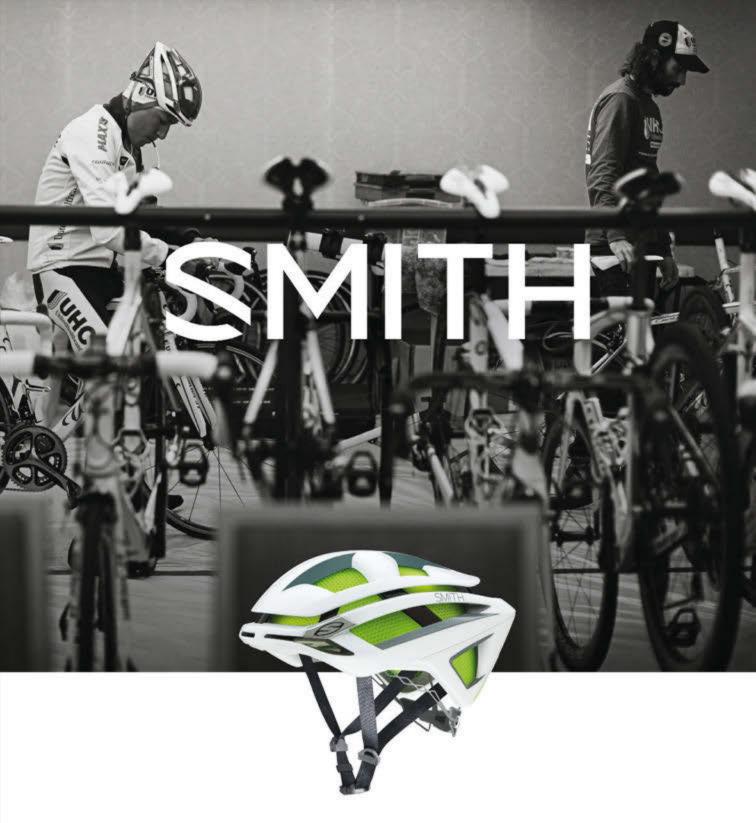






Photographed by Jon Baines. Deux North riders on the Specialized Seek and Diverge, in Serres de Pàndols-Cavalls National Park, southwest of Móra d'Ebre in Catalonia, Spain.





You trained all winter for today.

Our 50 years of innovation has helped us perfect what really matters – amplifying the thrill of human experience. UnitedHealthcare Pro Cycling Team proves this every day, training and racing in our products. Aerodynamic, fully ventilated, lightweight, and better protection: The Overtake helmet with $Aerocore^{TM}$ construction featuring $Koroyd^{(8)}$ absorbs 30% more energy than traditional helmets.

DIANNONDBA

MIREN



/AIREN CARBON 3



MIRENCARBON 5



CHECK OUT MORE GREAT BIKES LIKE THIS AT



Bill Strickland EDITOR IN CHIEF

EDITORIAL ART

EXECUTIVE EDITOR Leah Flickinger MANAGING EDITOR Jennifer Sherry ARTICLES EDITOR Louis Mazzante DESIGNER Jimmy Cavalieri ASSOCIATE EDITOR Gloria Liu STAFF WRITERS Caitlin Giddings, Elspeth Huyett

SITE DIRECTOR Brad Ford TEST EDITOR Ron Koch ONLINE PRODUCER Greg Kaplan TEST EDITOR Michael Yozell ASSOCIATE ONLINE EDITOR Taylor Rojek EDITORIAL INTERN Kelsey Molseed COPY EDITOR Nancy Wallace Humes

DESIGN DIRECTOR Jesse Southerland ART DIRECTOR Colin McSherry DEPUTY EDITOR Emily Furia TABLET PRODUCER Jennifer Giandomenico

CYCLING TEST GROUP

TEST DIRECTOR Matt Phillips

CONTRIBUTORS

Frankie Andreu, Christie Aschwanden, Ian Dille, Bill Donahue, Brian Fiske, Steve Friedman, Bill Gifford, Dan Koeppel, Mike Magnuson, Jen See, Selene Yeager, Whit Yost

> FUORICLASSE Joe Lindsey INSEGUITORI Molly Hurford PREPRESS Quad Graphics LIBRARIAN Lynn Donches

EDITORIAL OFFICE

400 South 10th Street, Emmaus, PA 18098 BICYCLING@rodale.com; fax: 610/967-8960

FINANCE

VP, FINANCE Laurie Jackson MANAGER, FINANCE Wendy Johnson ADVERTISING FINANCE MANAGER Susan G. Snyder

COMMUNICATIONS

SENIOR DIRECTOR David Tratner

SINGLE-COPY SALES

VP Michelle Tauber

EVENTS GROUP ASSOCIATE DIRECTOR, SPORTS MARKETING AND EVENTS Alison Brown

 ${\tt CUSTOMER\,SERVICE:}\ For\ subscription\ orders,\ questions,\ and\ address\ changes:$ Visit: www.bicycling.com/customer-service, e-mail BKEcustserv@rodale.com or write to: Bicycling Customer Service, 400 South Tenth Street, Emmaus, PA 18098-0099; 800/666-2806. Include a recent mailing label with all correspondence.

Bicycling and Rodale Inc. assume no responsibility for unsolicited manuscripts and artwork, and are not responsible for their loss or damage.

READER PREFERENCE SERVICE: We occasionally make our subscriber names available to companies whose products or services should be of interest to you. If you do not wish to receive such mailings, call 800/666-2806 or visit rodaleinc.com/your-privacy-rights.

FOR LICENSING AND REPRINTS OF BICYCLING: Contact Nick lademarco, Wright's Reprints, at 877/652-5295 ext. 102 or niademarco@wrightsmedia.com.

ATTENTION RETAILERS: Sell Bicycling in your store, risk-free. Call 800/845-8050 for details. (Please, no subscriber calls to this number.) May Vol. 56 No. 4









PRINTED IN THE U.S.A.



TO READ MORE ABOUT BECKY'S STORY, OR TO SUBMIT YOUR OWN, VISIT DIAMONDBACK.COM

REACH **YOUR LIMIT** THEN KEEP GOING

WE HAVE THE HIGH-QUALITY. **CUSTOMIZED HEALTH AND** PERFORMANCE SUPPORT YOU **NEED TO FUEL EVERY RIDE**







Zack Grice PUBLISHER

SALES AND MARKETING OFFICES

Geoff Madden advertising sales representative 212/808-1316 Kyle Simmons Junior Sales representative 212/808-1492

Matthew Jacobs Sales assistant 610/967-7619 Melissa Goldman sales assistant 212/808-1349

Renett Young 310/252-7518 SALES ASSISTANT

Nicholas Freedman MEDIA HOUNDS, INC. NORTHWESTERN REPRESENTATIVE nick@mediahoundsinc.com David McRobie MEDIA HOUNDS, INC. ACCOUNT EXECUTIVE david@mediahoundsinc.com Ashley Bowman-Brody MEDIA HOUNDS, INC. ADVERTISING ASSISTANT ashley@mediahoundsinc.com Mark Masero Advertising sales manager 310/252-7522

Detroit

Katherine Thorpe SALES MANAGER 248/637-1352 Sue Marinelli SALES ASSISTANT 248/637-1360

Midwest & the Rockies

 $\textbf{Steve Brawley} \ \texttt{NATIONAL} \ \texttt{CYCLING} \ \texttt{Manager} \ 312/696-4113 \ \ \textbf{Jordan Scheibe} \ \texttt{SALES} \ \texttt{ASSISTANT} \ 312/696-4127$ Michael Austry mja media, inc. southwest sales representative 214/674-8126

Emmaus

Andrew J. Bernstein Marketing Manager John Stetz Marketing designer David Cooper integrated marketing manager Karen Stinner PRINT AND DIGITAL PRODUCTION MANAGER Lynn Laudenslager ADVERTISING PRODUCTION SPECIALIST

Marketplace/Classified

 $\textbf{Michael Austry, Jackie Caillouet} \; \texttt{MJA MEDIA INC.} \; 214/674-8126$

Online

Christine A. Sadlier online advertising director 212/573-0341

Research

Lynn Canning-Pilot VP, GROUP RESEARCH DIRECTOR Paul Baumeister RESEARCH DIRECTOR

Kristine Siessmayer integrated marketing director Heather Cox consumer marketing manager Jim Warrenfeltz Associate Planning Manager Keith Plunkett Associate Manager, events

Rodale Corporate Sales and Marketing

Renee Appelle VP, SALES AND MARKETING

Rodale International

Robert Novick SVP John Ville EDITORIAL DIRECTOR

Laura Ongaro DEPUTY EDITORIAL DIRECTOR, WOMEN'S HEALTH AND PREVENTION Veronika Taylor DEPUTY EDITORIAL DIRECTOR, RUNNER'S WORLD AND BICYCLING Karl Rozemeyer Content Manager Samantha Quisgard Assistant editor Shalene Chavez PRODUCTION ASSISTANT

Kevin LeBonge executive director, business development and global licensing Angela Kim director, business development and global licensing Maria Urso Assistant Director, Global Marketing

GLOBAL EDITIONS

Australia

Bruce Ritchie EDITOR IN CHIEF Karen Deveson PUBLISHER

South Africa

Mike Finch EDITOR IN CHIEF Kelly Cloete PUBLISHER

Sweden

Andreas Danielsson EDITOR IN CHIEF Hans Lodin PUBLISHER



J.I. RODALE

Founder, 1942-1971

ROBERT RODALE

Chairman of the Board and CEO. 1971-1990

ARDATH RODALE

CEO and Chief Inspiration Officer, 1990-2009

MARIA RODALE

Chairman and Chief Executive

SCOTT D. SCHULMAN

President

PAUL McGINLEY

EVP. General Counsel and Chief Administrative Officer

BETH BUFHLER

SVP, Digital Operations and Strategy

CHRIS LAMBIASE

SVP, Group Publishing Director

ROBERT NOVICK

SVP, International, Business Development and Partnerships

JOYCEANN SHIRER

SVP, Magazine and E-Tail Consumer Marketing

THOMAS A. POGASH

EVP, Chief Financial Officer

MIRANDA DESANTIS

SVP, Human Resources

MARY ANN NAPLES

VP. Publisher, Rodale Books

BRIAN O'CONNELL

SVP, Business Operations and Strategy

We inspire and enable people to improve their lives and the world around them.









Rodale Inc. 400 South 10th Street Emmaus, PA 18098-0099 • rodaleinc.com

EVERY SPORT. EVERY BODY.

NEEDS HYDRATION.



It doesn't matter what your sport is or at what level you participate, if you sweat, you need to hydrate. And, GQ- 6^{TM} is formulated to hydrate you faster than water. It's clean: no fillers, stabilizers or preservatives. Just the perfect blend of electrolytes, BCAAs and carbohydrates needed to optimize osmolality and give you energy without worrying about qut distress.

Give it a try and see what many elite and professional athletes in lots of different sports already know, GQ-6 helps you perform better, last longer and recover more quickly. Pick some up at your local GNC today!



Gluten Free. No Artificial Sweeteners or Flavors. No Colors Added. No Banned Substances.

FLŌŌĬD is the base hydration product in the GQ-6 system of products. Because it hydrates much faster than water, it radically enhances your performance.* FLŌŌĬD can be supplemented by adding RĒ-FŪL ENERGY™ as a pre-workout or for those high intensity days, RĒ-FŪL ENDURANCE™ for additional electrolytes and CarnoSyn® for those extended workouts and RĒKÜVR NITE TIME™ for complete nighttime recovery and sleep support.

To learn more about us and the science behind GQ-6, log onto **GQ-6.com**













These statements have not been evaluated by the Food and Drug Administration. This product is not intended to diagnose, treet, cure or prevent any disease.

The Selection by BILL STRICKLAND

THIS MONTH'S TOP TIPS, BEST ADVICE, AND PERSONAL PICKS FROM OUR EDITOR



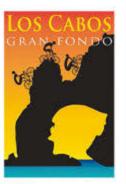


GIANNI BUGNO RACED in the rainbow jersey two years in a row after winning worlds in '91 and '92, and something in the way he wore his cap, and sat on a bike, and set his jaw, and spun his feet surpassed fashion and became true, timeless style. So of course as a young cyclist, I ran out and bought everything he wore. Only the Diadora shoes outlasted my infatuation. But after replacing them once in the mid '90s I switched to brands that had exceeded them in durability and value. Now owned by Geox, Diadora is again making some of the finest shoes in cycling. My feet recommend the \$379 Vortex Pro. My heart recommends it in the Movistar limited edition, shown here. Guess I never really grew up.

I LOVE BIKE SHOPS, and want to visit every one of the 53 supercool, superhelpful ones we highlight starting on page 49. But my favorite one is my neighborhood shop, South Mountain Cycle, because it feels like home. If the shop you frequent doesn't feel like home, keep looking—or help make it so.



MY ARBITRARY AND **UNORDERED LIST** of most influential American cyclists: Major Taylor. Greg LeMond. Dave Stohler. Lance Armstrong. Andy Hampsten. Connie Carpenter-Phinney. Pee-wee Herman. The Tomes. Missy Giove. And Frances Willard—who is, today, the least known of these but shouldn't be. Learn more about her on page 84.



SEEMS EARLY, BUT now's the time I start thinking about all those autumn rides I want to commit to. One suggestion: The Los Cabos Gran Fondo on Oct 18. On a preview of the route, I saw whales, straddled the Tropic of Cancer, hung at the Hotel California, and had the best vampiros of my life at Asi & Asado.

"Y<u>O</u>U THIS!"

is on our cover because it's one of the great mantras of cycling—full of joie de vivre, and courage, and optimism, and energy. The person I most associate it with is Cait Dooley, an amateur racer and cycling personality who now works for GT Bicycles. Cait says for some reason NECX women started saving it to each other at the start line before races, and around 2011 it really became a thing so much so that she got it tattooed on one of her thighs. A year later, she was diagnosed with cancer, and the phrase became a touchstone. Cresting a hill, relishing an adventure, being a cyclist, and just the simple but amazing fact of being—"You Got This!" is a pretty good way to go at it.

VOLVO Stories worth sharing rarely begin with "So ... we decided to stay in." Introducing the New Volvo V60 Cross Country. With a rugged exterior designed to brave the elements and a refined interior crafted to shelter you from them. As well as standard All-Wheel Drive, Hill Descent Control and Navigation. Your stories will practically write themselves. VOLVOCARS.COM/US TRISTAINA LAKES - ANDORRA - 7,400FT ABOVE SEA LEVEL



Ask BICYCLING

ALL YOUR RIDE QUANDARIES—SOLVED!



► HOW DO I GET THE STINK OUT OF MY HELMET?

"Simple soap and water," says Eric Richter, brand development manager at Giro. "Clean

the helmet with a soft cloth or sponge, warm water, and mild dish soap. You can also remove the pads and toss them in the laundry." For very stubborn stink, some riders swear by ProGold Helmet Cleaner and Deodorizer, a gentle foaming solvent that agitates dirt and bacteria out of every crevice without deteriorating the helmet or padding.



► What's the hardest climb in America? The world?

The answer to both is the same. Storied European ascents, such as Mont Ventoux, are famous because they've been the stage for drama in high-profile races like the Tour de France. But in

pure physical terms, they pale in comparison to New Hampshire's Mount Washington, which is steeper than Spain's punishing Alto de l'Angliru and France's Alpe d'Huez and features more total altitude gain than Italy's Passo di Gavia. To make matters worse (or

better), a mile of it is unpaved, and the weather at the top is notoriously bad.

The road up Mount Washington is open to cyclists just two times per year. Last August, BICY-CLING contributor Whit Yost participated in the annual Mount

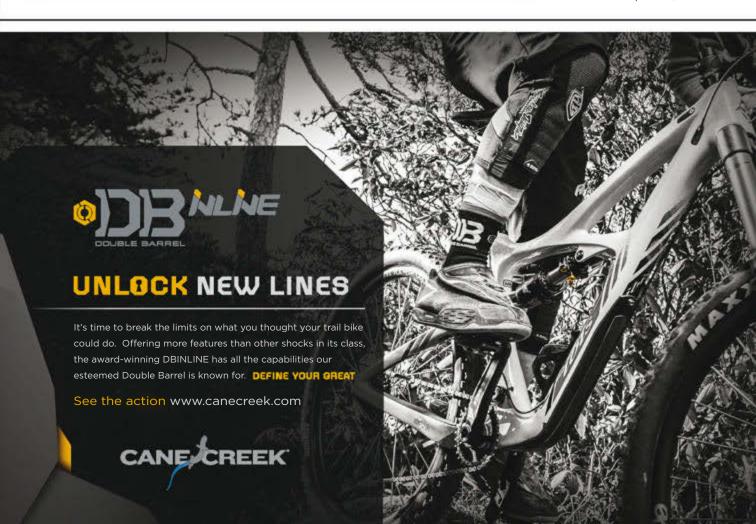
Washington Auto Road Bicycle Hillclimb. "It was the most painfully rewarding ride I've ever completed," he says. "Conditions were considered favorable: The temperature dropped only 30 degrees by the time I reached the top, and maximum wind gusts were a measly 40 mph." If it's on your bucket list, know this: Registration opens in February, and spots go quickly. If you don't get in, consider Newton's Revenge, which takes place in July; registration begins only after the Hillclimb sells out.

ON A RAINY RIDE RECENTLY, THE BACK OF MY FRIEND'S SHORTS STARTED FOAMING, WTF?

You are forgiven for assuming your frothy friend practices questionable hygiene. Instead, the condition known colloquially as "foaming ass" has more to do with overzealous laundering, and it typically occurs when water mingles with excess soap left in the chamois. Fortunately for you, it's possible to avoid the eternal humiliation of a nickname like Bubbles: Use less detergent than you think you need, and stick to dye- and scent-free products; residue from fragrances or fabric softeners tends to hang around. Then run an extra rinse cycle to make sure you get all the suds out.

► Whatever happened to Style Man?

He resigned as a contributor in 2009 by handing Bill Strickland a typewritten final column that read, in part, "Journalism takes the exquisite *guanciale* that is cycling and grinds it up into potted-meat food product, and the



longer we support this process the more disgusting the mush we're fed." He bowed formally, left the building, then rode off with someone he introduced only as Beatrice, and was never seen or heard from again.

► My friend drinks Coke after a ride and says it's good recovery fuel. How can that be?

There's no question that an icy cold Coca-Cola can feel like an elixir from the gods after a long day of suffering. And the 140 calories in a 12-ounce can aren't going to make or break your diet, especially if you're racking up miles. But it's not the best recovery drink. "Coke contains mostly high-fructose corn syrup, which is about 55 percent fructose and 45 percent glucose," explains Nanna Meyer, PhD, RD, an associate professor in the department of

health sciences at the University of Colorado, Colorado Springs. Though it will give you a quick boost of energy, the soft drink, says Meyer, does not have enough sodium, fluid, or protein to adequately rehydrate you, rebuild energy stores in your muscles, or repair tissue. If you crave a Coke after a hard ride, go ahead and have one, but pair it with a snack that contains protein and sodium, along with extra water.

▶ I heard that paint adds significant weight to a bike frame. How much? Are some colors lighter than others?

"Paint typically accounts for anywhere from 5 to 10 percent of total frame weight," says Graham Shrive, engineering project manager at Cervélo. While a heavy paint job can reach 125 grams or more, it often is less on the lightest bikes. For instance, it

READER SURVEY

WHAT CYCLING-HONED MUSCLE ARE YOU MOST PROUD OF?

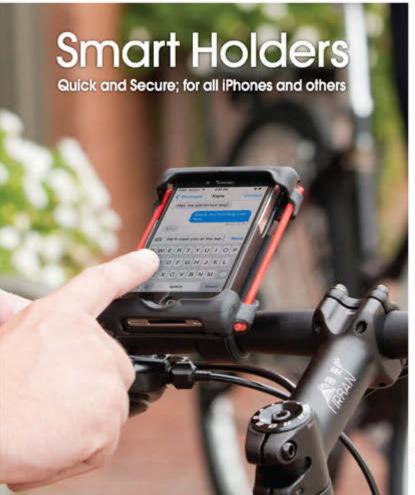
QUADS OF STEEL	42%
SCULPTED CALVES	39%
POWERFUL GLUTES	10%
MUSCLE? WHAT MUSCLE?	8%
BUFF BICEPS	1%

SOURCE: BICYCLING FACEBOOK POLL

accounts for just 30 grams of the 667g total frame weight on a size 56cm Cervélo RCA. As for whether some colors weigh less, there's a popular belief that the brightest bikes (red, white, yellow) are the lightest looking. But those frames actually may be marginally heavier than murdered-out models. Why? The lighter the hue, the more primer underneath.

▶ Is it okay to ask to draft off a rider you meet on your ride when you're out there alone?

You know how sometimes when you're sitting in a coffee shop by yourself, you actually want to be alone with your thoughts, and other times you'd welcome company and chitchat? Riding bikes is no different. A solitary rider may be out there for a workout or relishing rare private time. So it's always okay to ask. But if the answer isn't an immediate "Sure!"





iPhone* 4/5 Holder Specifically for iPhone* 4, 4S and 5, 5S, 5C (with most cases)



SmartPhone Holder Fits iPhone[®] 6, Galaxy S5[®]and most others up to 4.7" (with most cases)



XI. SmartPhone Holder Filts iPhone®6 Plus, Galaxy Note® and most others up to 5.7" (with most cases) \$24.99



Tablet Holders (Iwo sizes)
For training and spin bikes
Landscape or portrait mounting
7" Tablet Holder \$29.99
9" Tablet Holder \$39.99

www.deltacycle.com or from Smart Cycle Stores
Phone* is a registered trademark of Apple inc. Galany* is a registered trademark of Samuring.



All available in black + white and include a protective bag (touch-screen friendly)







you should respectfully keep your distance.

► What's the best way to change out of my chamois in a parking lot?

Bike racers are experts in the art of the parking-lot shimmy. So we tapped professional mountain biker and national crosscountry champion Lea Davison to tell us her secrets. Davison has two methods. The first and most preferable is the Towel Method. Wrap a beach towel around your waist like you just got out of the shower. Drop the chamois, but keep the towel in place. Davison says, "I open a car door and change facing out of the car so I don't end up mooning someone." Then maneuver pants or shorts

up under the towel. No towel? Simply employ the self-explanatory Passenger Seat Method. Davison's pro tip: Lay the T-shirt you're changing into on your lap for some coverage. And close all the doors, wouldja?

My nonriding friends think all pro racers are dopers and so the sport's a joke. But they love football. What can I say to shut them up?

You could start by noting that Ray Lewis helped lead his team to a win in Super Bowl XLVII, despite a pregame controversy over whether he used deer antler spray, which he denied. Its use would be laughable except it contains Insulin Growth Factor 1, which is banned. You could point out that a 2008 story in the San Diego Union-Tribune identified 185 NFL players as dopers. Or that the two- to six-game suspension for a positive

test pales in comparison to the minimum two-year ban for Olympic sports. If that doesn't shut them up, or you don't have time to waste, try this: Ray. Rice.

► What's the consensus: socks or no socks?

If you just pulled yourself ashore and dashed across a field while extracting yourself from a skintight Neoprene bodysuit, go ahead and skip the socks. But if you consider yourself primarily a cyclist, socks are customary and, along with your shorts, they frame the work of art that is your leg. Color, height, and style are a matter of personal expression, and are completely up to you.

► I bought one of those POV cameras. Where is the best place to mount it?

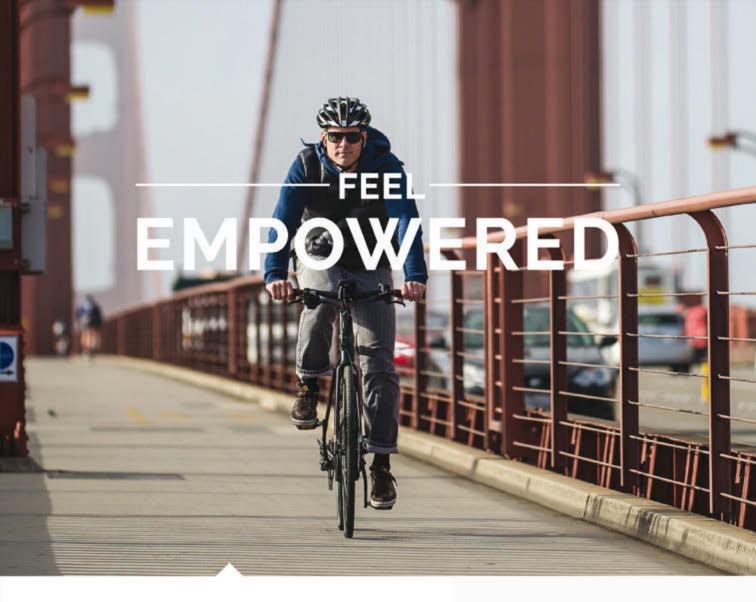
One of the great things about POV cameras is that they're small

15

NUMBER OF SECONDS
OF MAXIMUM EFFORT
CYCLISTS IN A STUDY
MADE AT THE BEGINNING
OF A 1500-METER TIME
TRIAL THAT DECREASED
THEIR TOTAL FINISHING
TIME BY 3 PERCENT

SOURCE: JOURNAL OF STRENGTH AND CONDITIONING RESEARCH

THE SMARTS **YOU RIDE** We'll Handle THE REST (a) < 1 < 1 < 1 ((a)) MIRROR MODE STRADA SMART **RIDE WITH YOUR SMARTEST FRIEND** Connect. Ride. Share. Featuring a Mirror Mode, the Strada Smart displays ride data tracked on your phone and alerts you to calls and emails. Our Sensor Direct Mode also pulls data wirelessly from the Bluetooth® Smart speed, cadence, heart rate or power sensors, even when your phone is not available. Sync to training and social cycling websites post ride via Cateye Cycling App; all data sends quickly while you recover. Enjoy your ride. We got this. CATEYE.COM JEPERESE TECHNOLOGY PUST THE CAT CYCLING SUPERIORITY



YOUR COMMUTE JUST GOT EASIER

SPORTe

A commuting and fitness machine, the Felt SPORTe is the ultimate bike to get you around town with pleasing speed and ease. With everything a rider needs for swift commutes, running errands or cycling adventures, the SPORTe comes in traditional and step-through designs to fit all types of riders. Skip the traffic without breaking a sweat. Grab a SPORTe.





watch the full story at feltelectric.com







WINNING ADVICE

HOW DO YOU SOOTHE SORE MUSCLES?

With a good old-fashioned rolling pin. Low tech, inexpensive, indestructible, and it works! PAUL SAUER

ST. LOUIS, MISSOURI



Sounds like a smart recipe for recovery! The Park Tool Home Me-<mark>chanic Starter kit</mark> should help keep your bike rolling smoothly as well.

SHARE YOUR BEST TIPS TO WIN!

How do you handle heat on a ride?

Submit your answer to BICYCLING@rodale.com with the subject line "Winning Advice."

enough to work in different spots, each providing a unique perspective. If you're looking to capture fun moments, put the camera on the helmet and let it run. The high position gives a good view of the terrain and scenery, and—as long as your helmet is secure—your body acts as a stabilizer and reduces shakiness. If you want to better capture the feeling of speed and steepness, mount the camera lower, though expect more motion because it will rock and bounce with the bike. For footage that conveys pure stoke, mount the camera under the saddle. You'll not only get the riders navigating the road or trail behind you, but you'll also capture their facial expressions. Just make sure they stick close to your rear wheel: Too far back and the camera's wide-angle lens will make them look distant.

How many Instagram podium shots are too many?

All those likes and comments are addicting, aren't they? But keep in mind that every "Way to go, bro!" in your feed equals approximately 12 "friends" at home rolling their eyes—or at least impatiently swiping away your glory in search of the next costumed kitten photo. That said, here is a list of seven scenarios in which you'll be forgiven for broadcasting your proud moment of triumph for all the world to see:

- 1. It's your "A" race of the season. (You get one of those, by the way.)
- 2. You upset your nemesis for the first time.
- 3. You earned a prize that must be seen to be believed, like a 64-ounce can of mushrooms or a life-sized stuffed llama.
- 4. You are over the age of

75—or under the age of 12.

- 5. You are contractually obligated to do so by your sponsor.
- 6. It's your first event back after a major medical layoff (think chemo, car accident, childbirth).
- 7. One of your podium mates is suffering from a wardrobe malfunction. (Stay classy and refrain from mentioning this in your status update—the Internet will do it for you.)

Feel compelled to take more? Knock yourself out—then text 'em directly to Mom.

TALK WITH US

bicycling@rodale.com

¥

Bicycling magazine @BicyclingMag



@bicyclingmag

Sign up for the BICYCLING Reader Panel (BICYCLING.com/readerpanel) to take our quick surveys—you'll be the first to know what's new, and have the chance to win great prizes!



DO YOUR PEDALS PUSH BACK?



Pedal & Cleat Lubricant delivers a 100% dry-to the-touch Teflon® coating that dramatically reduces sliding friction.

Fast engagements and smooth releases. Every time. For all clipless pedals.

02015 FINISH LINE TECHNOLOGIES, INC. HAUPPAUGE, NY 11788 USA, TEL: 631-666-7300 INFORME@FINISHLINEUSA.COM FOR MORE INFO VISIT: FINISHLINEUSA.COM















Leadout

THE BETTER YOU GET, THE MORE FUN IT IS



CRANK IT UP

Spin smarter and get way more power every time you turn your pedals BY WHIT YOST

"Wattage is a result of how hard you push the pedals (torque) and how fast you turn them (cadence). If either factor increases while the other stays the same, power also increases."

—JOE FRIEL

TRUE It's impossible to apply direct force in all phases of your pedal stroke and spin perfect circles.

ALSO TRUE | It's inefficient to only push down on the pedals. Gain power by eliminating dead spots, points within each rotation in which no force is applied, often at the top or bottom.

Phases good p stroke: front, l recove

GO HIGH

Riding at thighe cadence requires less force for the same amount of work. This means your heart pushes harder than your legs, which is good because leg muscles fatigue faster and take longer to recover. In other words, you use energy more efficiently.



BANISH DEAD SPOTS

Imagine scraping mud off the sole of your shoe at the bottom of your pedal stroke. At the top, think of trying to punch your toes through the front of your shoes. In the recovery phase, try to keep the upper part of your foot in firm, constant contact with the top of your shoe.

95[±] 105

RPM that experienced cyclists naturally settle into on long, flat rides—that's about 5,000 to 6,000 pedal turns an hour.

souplesse

French for a pedal stroke so smooth, elegant, and effortless it mesmerizes those lucky enough to witness it. See also: Fausto Coppi and, more recently, 1990's star Maurizio Fondriest. Legend says that Fondriest spent winters training in front of a mirror to perfect the way he pedaled.



➤ ONE-LEGGED # On a trainer, unclip one foot and pedal with the other for 30 seconds at 80 rpm. Switch legs. That's one rep; build up to six on each side. ➤ SPIN-UPS # Gradually increase your cadence until you start to bounce in the saddle. The goal: Eliminate the bounce (a waste of energy) while increasing cadence. Do four 30-second efforts with 2 to 3 minutes rest in between.

▶ HIGH CADENCE || Wind your rpm up to a point that feels uncomfortable but that you can maintain for 3 minutes. Aim for two 3-minute sets with 3 to 5 minutes of recovery in between.

6 BICYCLING.COM • MAY 2015 Photograph by EMILY MAYE



DETERMINATION BUILT WITH CHOCOLATE MILK

Trusted by Athletes

Backed by Science

Studies show what elite athletes like 3X IRONMAN® World Champion Craig Alexander already know: Chocolate Milk has high-quality protein to build lean muscle and nutrients to refuel your body after a hard workout. Whatever you're building, build it with Chocolate Milk.

Get the research at GotChocolateMilk.com



THE OFFICIAL REFUEL BEVERAGE OF

IRONMAN



Time to Get Freekeh!

Move over, quinoa. These five nutrient-packed whole grains will shake up your fuel options and help you nail your carb quota so you can ride harder for longer.

BY MATTHEW KADEY, MS, RD

IF YOU LIKE OUINOA TRY KAÑIWA

This South American relative of guinoa is crunchier, sweeter, and has more protein and fat-fighting fiber. Prepare and eat kañiwa (pronounced kanyi-wa) just like you would quinoa. Try it in pancakes by folding the cooked grains into the batter.

IF YOU LIKE BULGUR TRY FREEKEH

This Middle Eastern version of wheat is harvested underripe, then sun-dried and roasted for a fresh smoky flavor and chewy bite. It retains maximum nutritional value, including lots of protein and fiber. Use it in tabbouleh, soups, and salads.

IF YOU LIKE BROWN RICE TRY BLACK RICE

Chinese black rice packs the same cholesterol-lowering antioxidants as those found in dark berries. Better yet, its thin bran layer makes the deeply flavored grain quicker to cook than its brown counterpart. Great in stirfries and cold salads.

IF YOU LIKE POPCORN TRY SORGHUM

Think of this grain from India as a chewier version of Israeli couscous. Studies show sorghum has high levels of diseasefighting phenolic antioxidants. Simmer it like rice (it takes about 50 minutes) or pop it as you would corn kernels.

IF YOU LIKE OATMEAL TRY TEFF

A staple among Ethiopian endurance athletes, this tiny grain delivers higher levels of energyboosting iron than other grains. It cooks up porridgy rather than fluffy, so try it as a hot cereal for breakfast, or as a riff on polenta.

ASK A FOOD PRO

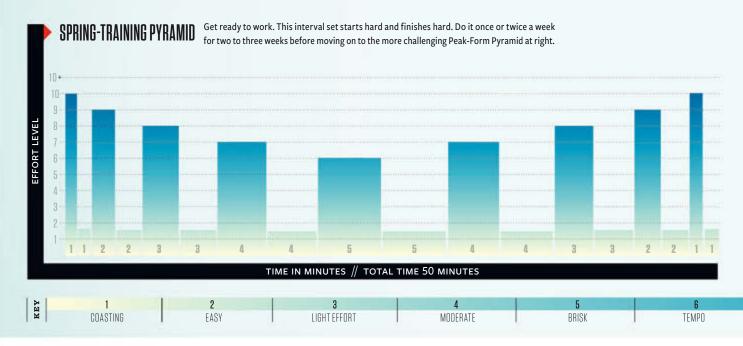


Are there any budget-friendly alternatives to store-bought drink mixes? Packaged formulas take the guesswork out of on-bike hydration by providing premeasured carbohydrates and electrolytes. But you can DIY a tasty bottle with minimal effort. Here's how: Mix fruit juice and water using a 1:2 ratio (for example, to fill a 24-ounce container, combine 8 ounces juice with 16 ounces water), and add a pinch of sea salt. Try orange or cranberry juice, both of which are readily absorbed by the bloodstream for a quick energy boost. Source: Nanci Guest, RD, head dietitian for the 2015 Pan Am Games



GET CRAZY FAST!

Training should be hard; looking at a plan should not. Try these easy-to-follow, superefficient pyramid intervals and you'll be crushing it by summer. BY SELENE YEAGER

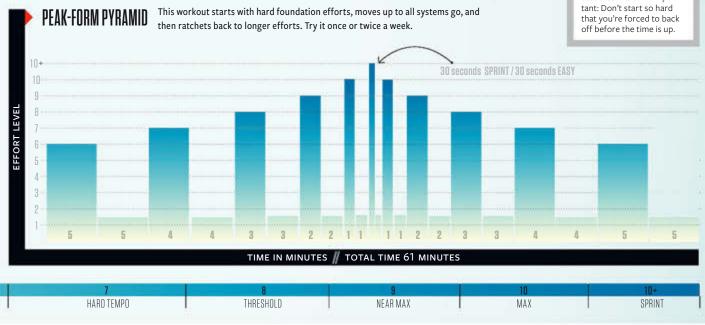






Pyramid intervals gradually increase then decrease (or vice versa) the time you work at various effort levels within the same block.

For each one, warm up 10 to 15 minutes and cool down for at least 10 minutes afterward. Important: Don't start so hard that you're forced to back









Make a weekend of it. Start it out by taking in the pro races on Saturday. Enjoy a fine meal at one scores of eateries afterwards, or consider a spa treatment. Register for the Challenge Ride on Sunday and stay to watch the professionals when you are done. With more than 40 hotels in vibrant, Metro-centered urban villages, Arlington's home to historic treasures, world-class shopping, diverse dining and lively nightlife.

Check out www.stayarlington.com/challengeride today for post-race fun and planning your next stay.







Photograph by JOSE MANDOJANA MAY 2015 • BICYCLING.COM 33

oardman: Gary M. Prior/Getty Images; Voigt: Chris Graythen/Getty Images; Stopwatch: Alex Auda Samora; Hand: Till Tee

Power Hour

Chris Boardman gives you a front-row seat to the fastest 60 minutes in cycling BY ELSPETH HUYETT



THE RULES

Ride as far as you can in 60 minutes. Many hourrecord attempts take place on the smooth, windfree surface of an indoor track. 1893 Tour de France creator Henri Desgrange claimed the first hour record, riding 35.325 km on Paris's Velodrome Buffalo.

52.491

THE CURRENT HOUR-RECORD DISTANCE, SET BY ROHAN DENNIS ON FEBRUARY 8, 2015



POWER JAMS

43-year-old Jens Voigt claimed the first record under the new UCI rules on September 18, 2014, riding 51.110km. He listened to a hard-driving but thematically appropriate playlist that included AC/DC's "Highway to Hell" and Europe's "Final Countdown."

"THE BIGGEST FEAR IS GOING OUT TOO HARD,"

says Boardman, who held the record three times between 1993 and 2000. "Once you have overcooked it, there's no way back."



"THANK GOD IT'S OVER."

oardman's first thought after each of his three record-breaking rides

THE FLYING SCOTSMAN

Graeme Obree broke the hour record twice in the 1990s using an imaginative position and innovative bikes. For his attempts in 1993 and 1994 he crouched like a praying mantis with his elbows bent and tucked into his sides. In 1995 he won a world track title with his arms extended like Superman. The positions were so effective that they played a role in the UCI's rule change, which negated his records.

GRAEME Obree's

superman
position was
incredible, a
game changer,"
says Boardman,
who used it
during his
record-breaking
ride in 1996.

65

NUMBER OF HOUR-RECORD HOLDERS SINCE DESGRANGE

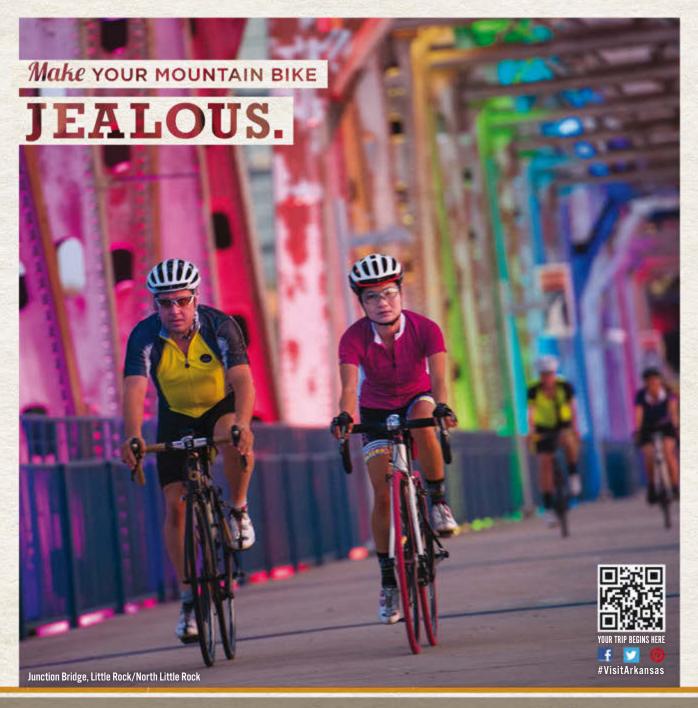
THE MOST NOTEWORTHY

Fausto Coppi	45.848 km	November 7, 1942
Jacques Anquetil	46.160	June 29, 1956
Eddy Merckx	49.432	October 25, 1972
Francesco Moser	51.151	January 23, 1984
Graeme Obree	52.719	April 27, 1994
Miguel Indurain	53.040	September 2, 1994
Chris Boardman	56.375	September 6, 1996

15

The date that cycling's fussy

rule keeper, the UCI, retracted its prohibition of aero equipment during hour-record attempts. The previous regulation, in place since 2000, had nullified records by Boardman, Obree, and others who used futuristic-looking aero bikes.



On the Arkansas River Trail, you can race the river, cross the lighted Big Dam Bridge or just take in the scenery. On the Womble, Upper Buffalo or Lake Ouachita Vista (IMBA Epic Trails), you can glory in the grit. You can climb mountains or enjoy the flat Delta. Dismount and you can see great art, enjoy epic meals and sample local wines, spirits and brews. There's a lot to see and do here. Come see us. ORDER YOUR FREE VACATION PLANNING KIT AT ARKANSAS.COM OR CALL 1-800-NATURAL.

Arkansas.





Lessons from the Last Paperboy

Donald Heidt, 83, delivered North Carolina's *Salisbury Post* for 30 years before retiring last December. Here, he tells of glorious sunrises, wild animals, the beauty of a sturdy bike, and the reason smart paperboys always use baskets, not bags. BY TRACY ROSS

- → I've done this route since the 1980s. Back then, teenagers still delivered by bicycle. I've ridden all but 5 percent of the time. Now that I'm done, it'll be different. All the Post's 40 other carriers use autos.
- → The route was uncomplicated: two and a half miles with minimal traffic. I rode because it was a guaranteed hour of exercise.
- → I never threw the paper. I walked it up and placed it on the porch.
- → I did the route, but I also rode my bike other times. Twice a day to my full-time job and back: once in the morning, home for lunch, then back to work and home in time for delivery.
- → The Post changed delivery to the morning in 2008. Every day, I got up in the dark and watched the sun rise as I finished. You'd hear birds, occasionally owls, house cats, possums. That was interesting. I've always been nominally interested in nature.
- → Shifters get in the way of a basket. Bags are undesirable; baskets are preferable because they are more stable.
- → I've lost count of the number of bikes I've used. The one I ride now (a 30-year-old Firestone) has great, thick material. It's as old as the hills.
- → As the price of the newspaper went up, subscribers dropped. The news part of the paper is also online. My route went from 75 subscribers to 40.
- → I still have good knees because of my bicycling every day. But it's time to be done.

LEARN HOW YOU CAN RIDE
INTO YOUR 70S AND BEYOND
AT BICYCLING.COM/AGELESS.

36 BICYCLING.COM • MAY 2015 Photograph by PETER TAYLOR







ight Squeeze

BIKE MESSENGER turned Hollywood stuntwoman, personal trainer, and SoulCycle instructor Kym Perfetto has an attitude that's as fierce as her physique. Her intense, no-nonsense workouts attract A-list celebrities, including Madonna, Lady Gaga, and Jake Gyllenhaal. But as a contestant on last season's Amazing Race, the 30-year-old Perfetto rarely had time to hit the gym. Instead, she relied on this 10-minute, do-anywhere workout that focuses on core and leg strength. "It improves speed and endurance on the bike," says Perfetto, who is also a North American Cycle Courier Champion and Cat 2 track racer. Warm up with a couple of jumping jacks or light stretching, and move quickly between the moves without resting.—Stephen krcmar

LATERAL LUNGE

Stand with your feet side by side and step wide with your right foot (at least 36 inches), keeping it parallel to your left. Bend your right knee and lower your butt, shifting weight onto your right heel. Push off your right foot to return to standing and repeat with your left leg. Go slow and steady, alternating legs for 90 seconds.

SINGLE-LEG TOUCHDOWN

Stand with your feet hip-width apart and your knees slightly bent. Raise your right foot and bring it straight back while bending forward at the hips until your leg and back are parallel to the floor. Reach

down with your left hand to touch the floor. Return to start and repeat for 45 seconds, then work the other side.

BIRD-DOG

Start on your hands and knees with your back flat and arms straight. Extend your right arm and left leg until they're parallel to the floor. Maintain a flat back, level hips, and focus on pulling your belly button toward your spine. Return to all fours, then raise your left arm and right leg. Continue alternating for 90 seconds.

PLANK

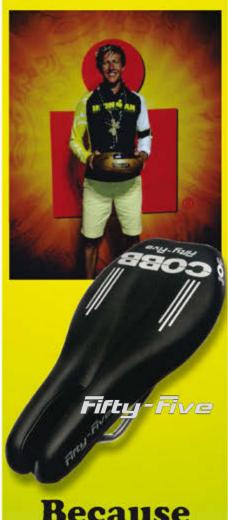
Begin on your stomach with legs extended, toes on the floor. Place your elbows below your shoulders with your forearms on the ground. Press into your elbows and toes, lifting your body until it's parallel to the floor. Hold for 15 seconds, then return to the prone position. Rest for five seconds. Do five reps.

SWIMMER

Lie on your stomach with your arms and legs outstretched, slightly above the floor. Slowly raise your left arm and right leg about 10 inches (it should take about two seconds), then lower and work the opposite limbs. Continue for 30 seconds. Rest for 15 seconds. Repeat for a total of four reps.



Comfort=Speed



Because there are no shortcuts

COBB

903-253-8555

Recommended

A recurring unequivocal, indefensible endorsement of things that make us happy BY CAITLIN GIDDINGS



1 | The Chainbreaker Bike Book

'Zines had a huge influence on me when I was younger. I discovered the first issue of Chainbreaker in the early aughts, and it was revelatory. This compiled volumeand a little trial and error—taught me more about the workings of my bike than any other book I own on the subject. \$15

2 Adidas Superstar

I spent 10 years pedaling in shelltoes, and all the guff I've received from roadies has done squat to convince me that clicked-in cycling shoes work any better. I wore Superstars through rainy Portland winters and daily when I guided crosscountry tours. Turns out, you don't need fancy cycling clothes to pile up more than 10,000 miles a year—the love of riding is enough. \$75

3 Monster iSport Headphones

Sometimes when I go hard, I punch up a playlist of power jams. The right song can make me feel like I'm in an action-packed scene in a summer blockbuster. But wires? They're more Indiana Jones than Jason Bourne. These Bluetooth ear buds keep me rocking without any fuss. \$120

4 | Keebler Toast & Peanut Butter Sandwich Crackers

These are the perfect ride food, and I refuse to entertain any naysaying from nutritionists. I have at least one package on my person at all times—and probably a few accidentally going through my wash cycle as we speak. \$2.50

5 | 2 Seconds

You don't have to be a bike racer or cinephile to enjoy this 1998 French Canadian gem about a downhillerturned-messenger. It may lack the trick-riding showmanship of Kevin Bacon in Quicksilver and the mainstream appeal of Breaking Away, but this lighthearted courier classic has relatable characters, a compelling story line, and is a rare LGBT cycling film. \$3, iTunes

CHOSEN B

This issue, staff writer CAITLIN GIDDINGS selects the goods. The former messenger traded her sweet life in Portland for days with dry socks, and now rides in search of places to drink coffee and do crosswords.

THINK FAST

The two-time Bicycling Magazine Editors' Choice Award Winning Pinarello ROKH is back and better than ever in 2015. Right out of the box, the ROKH defines the ride characteristics of how a "Classics Bike" should perform. The ROKH is proof that you can achieve a more forgiving ride quality without sacrificing the racing performance attributes of a more aggressive geometry.



Carbon: 30 Ton Hi-Modulus Torayca Frame Features: "Think 2" Mechanical or Electronic Internal Cable Routing System Gruppo: Shimano Ultegra 11 Speed Wheels: Fulcrum Racing 5s MSRP: \$3850 (Complete Bike Only)

PINARELLO www.PinareiloUSA.com



THE HUSTLER

Don Ward is equal parts agitator and community organizer. The creator of outlaw events like LA's Midnight Ridazz and the Wolfpack Hustle is just as comfortable navigating the halls of city council. It's all part of a singular focus on making streets safer for cyclists. BY STEPHEN KRCMAR

You once organized a race between cyclists and a commercial jet. Seriously?

Los Angeles shut down a section of Interstate 405 in 2011 to remove a bridge, and the city was up in arms. People called it "Carmageddon." Jet Blue created a promotional flight between Burbank and Long Beach. A friend suggested the race. We won by 77 minutes.

What did that show about promoting cycling events?

It's the same thing I learned working for an automative ad agency: Sexy and fast captures people's attention.

Does that explain the appeal of Midnight Ridazz?

Yeah. The ride grew to more than 2,000 people each month. It was a two-wheeled party. It was diverse, welcoming, and beautiful. Everyone who might have been rejected in high school as a nerd or an outcast was enjoying themselves. It was radical inclusion. That's the term Burning Man uses. But it got too big.

It attracted scofflaws.

Graffiti writers and troublemakers discovered the ride. They went into liquor stores, stealing beers, tagging. They weren't bad kids; they just did stupid stuff.

So you and your coorganizers dismantled it?

It was no longer an adventure, it was a mob. It became more trouble than fun to manage. So I put up a website where others could post their own rides. My goal was to get four a month, but now there are three or four every night in Los Angeles. More than 10,000 rides have been posted since 2006.

The Wolfpack Hustle is smaller, more like a race. But it has a similar outlaw vibe.

It's not a race; it's a fastpaced blast through the city. Hustle means negotiation: You're negotiating with traffic; you're negotiating with your friends. It's a cooperative competition. Even though we're going all-out and competing against each other, we're also inspiring each other.

You run a race team, also called the Wolfpack Hustle. Some of your riders are the same kids who caused trouble on the Midnight Ridazz rides. Cycling gave them direction?

Absolutely. They are from Koreatown and South Central. They were following the graffiti scene and fell into the bike scene. Then they started showing up to Wolfpack Hustle rides on fixed-gear bikes. A lot of them got their shit together, have sponsors, and are into racing in spandex.

Still, many of your rides are controversial. They anger drivers. What are you trying to accomplish? To be able to ride safely in Los Angeles.

How do the rides help?

It's what we need to be effective. The camaraderie built on the rides has morphed into a sophisticated political lobby. We can dispatch volunteers to help with campaigns, phone banking, and canvasing. Candidates are beginning to seek approval from the bike lobby in Los Angeles.

So why aren't there more bike lanes?

It's a block-by-block fight. On the totem pole of importance, bicyclists are still

THE RIDE WAS A TWO-WHFFI FD PARTY. IT WAS DIVERSE AND RFAUTIFUL. BUT IT GOT TOO BIG.

somewhere between homeless people and parolees. Don't bother getting signatures from bike riders; you need bike riders to get signatures from home owners, developers, and business owners. That's who politicians listen to.

Sounds like you're playing the long game. How do you judge your effectiveness?

There's definitely progress. [Former] Mayor Villaraigosa took up the cause. He installed the right person in LA's Department of Transportation, Jaime de la Vega, who pushed to install more bike lanes. He's no longer there, and it's time that politicians start listening to us again. We're not going anywhere. I'm not going to drive my car more often. I want to ride my bike more and so do thousands of other people.

That's great, but how do you get politicians to listen without a deep-pocketed lobby behind you?

I just printed 200 flyers on my Brother printer, and we got 200 signatures to make a local bridge safe for cyclists. More than money, we have passion and righteousness.

FIND SMART NIGHT-RIDING TIPS AT BICYCLING.COM/ RIDEINTHEDARK.

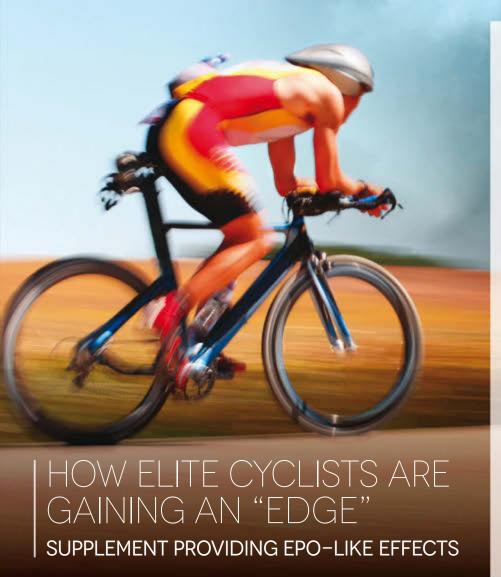


House Party

Exciting (and stunning) things happen when designers geek out on cycling gear by JESSE SOUTHERLAND

hen creating its bold Velo Serif font, typeface studio House Industries fused modern influences with iconic cycling branding (think Lemond's early-80s Renault-Elf jerseys). The result is fresh and evocative in ways I appreciate as a designer and as a cyclist. But it's more than that, because House also created Velo-branded apparel, housewares, and an exciting collection of bicycles and accessories. There are caps, water bottles, and shirts; jeans made by Tellason; and coffee mugs by Hasamiyaki, which has been fabricating ceramic wares in Japan for four centuries. A complete bike—the steel frame is Waterford—has House-designed components from Brooks, Cinelli, King Cage, and Paul Components. Each part is striking, and represents an appealing union of design and engineering that is rare in bike products. House may be a cycling outsider, but with Velo it made a forceful statement: Design matters.

GEEK OUT OVER OUR ALL-TIME FAVORITE HEADBADGES AT BICYCLING.COM/BADGESOFDISTINCTION.



Cyclists have long sought ways to improve their performance through nutritional supplements and creative training strategies. Some have gone as far as using synthetic drugs and blood doping to gain an advantage. A new supplement giving cyclists EPO-like effects is generating controversy.

The product that has been producing so much debate is EPO-BOOST* - an all natural supplement developed by U.S. based Biomedical Research Laboratories. EPO is industry shorthand for erythropoietin, a hormone produced by the kidneys that regulates red blood cell (RBC) production.

Increasing red blood cell production has long been the focus of competitive athletes due to the impact that RBC levels have on oxygen intake and utilization. The greater the red blood cell production, the greater the body's ability to absorb oxygen, which in turn gives an athlete more strength and endurance. Strength and endurance are precious resources to any athlete. Thus competitive athletes have tried various techniques to gain an advantage by increasing EPO and RBC levels.

Traditional techniques for boosting RBC levels include synthetic drugs and blood doping. These practices are both dangerous and banned by organized sports associations. The makers of EPO-BOOST* claim that their patent-pending formula is all-natural and is clinically shown to safely increase erythropoietin levels, resulting in greater strength and endurance.

The scientific evidence behind EPO-BOOST* does seem to be compelling. A 28-day double-blind placebo-controlled clinical trial, performed by Dr. Whitehead from the Department of Health and Human Performance at Northwestern State University, showed that the active ingredient in EPO-BOOST* increased EPO production by over 90% compared to the group taking the placebo.¹ The supplement group also showed dramatic improvements in athletic performance (as measured by VO2max and running economy).

Since its release, competitive athletes have raved about this new supplement, which offers all the benefits of greater EPO levels with none of the dangerous side effects or legal trouble. Joe Barr, who finished second in his category in the 2014 Race Across America (RAAM), used EPO-BOOST in his preparation for the race. Joe stated, "Since using EPO-BOOST and TriFuel I have been top 5 in World Ultra Marathon races which I have competed. I have increased both my VO2max and Hematocrit levels from a lifetime 43 to 47 with the use of EPO-BOOST. In short the best supplementation package on the planet today."

Mr. Barr is not alone in his praise of the product. Joey Mesa, 2013 masters 40+ TT Oklahoma state champion, stated, "I couldn't be more pleased with BRL Sports Nutrition products. I started using the EPO-BOOST and TriFuel early this racing season and can really tell a difference. I'm feeling consistently great in all my races and the ability to keep going hard attack after attack is awesome! I don't think it's a coincidence that our team is having our best season ever! I've been racing bikes for over 30 years and tried lots of nutritional products, but the BRL stuff just plain works!"

Not everyone is so endeared to the product. Several athletes have said the supplement gives some athletes an unfair advantage. They describe the performance improvements as "unnatural" and pointed to athletes from cycling and long distance running as evidence that people are catching onto the supplement and using it for a competitive advantage.

A company spokesman, speaking off the record, admitted that the product doesn't work overnight and that most athletes won't see the extreme performance enhancements for 3-4 weeks. In a world infatuated with instant success, that kind of realistic admission might cost some sales but is likely to keep customers happy.

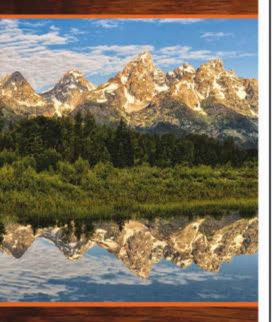
While the controversy over the advantage athletes using EPO-BOOST* are obtaining is unlikely to go away anytime soon, one thing is for sure; blood doping and synthetic drugs are a thing of the past now that amateurs and professionals alike can tap into a natural product that generates Olympian-like strength and endurance.

Any athlete can use EPO-BOOST* without a prescription and without changing a diet or exercise regimen. The company offers an unparalleled guarantee. Athletes can use the product for a full 90 days and if not completely satisfied, send back whatever product is remaining - even an empty bottle - and get a 'no questions asked' refund.

A company spokesman confirmed a special offer: if you order this month, you'll receive Free Enrollment into the company's Elite Athlete Club where you'll qualify to receive a full 25% discount on all your bottles of EPO-BOOST*. And so you don't go a day without EPO-BOOST* in your system - increasing your endurance, you'll automatically receive a fresh bottle every 30-days. There are no minimum amounts of bottles to buy and you can cancel at any time. You can order EPO-BOOST* today at www.EPOBOOST.com or by calling 1-800-780-4331.



TO WIN
YOUR ULTIMATE
WYOMING
ADVENTURE



THE ADVENTURE OF A LIFETIME AWAITS YOU.

You need only dream it up. And then tell us about it. Show us ambition as limitless as this great state, and we'll provide the means for turning your flight of fancy into a full-blown reality.

> Tell us your dream Wyoming getaway at

bicycling.com/wyoming

NO PURCHASE NECESSARY TO ENTER OR WIN. Void where prohibited. Contest begins at 12:00AM ET, 3/27/15 and ends at 11:59PM ET, 5/15/15. Must be over 18 and a U.S. resident of 49 U.S. states or DC (excluding residents of AZ) or Canada (excluding residents of Province of Quebec). For the official rules, visit bicycling.com/wyoming. The winner will be determined based on the quality of writing, originality and how compelling the entrant's description of intended travel plans. Rodale Inc. 400 South Tenth St., Emmaus, PA 18098-0099, is the operator of the contest.



Will Ride for Treats

Team Velocio-SRAM rider Tayler Wiles has one (big) guilty pleasure—it's even earned her the nickname Cookie Monster. But to achieve her dream of Olympic gold in 2016, she sticks mostly to a healthy diet of fresh fruit and vegetables. Here's how she balances her sweet tooth with her need for speed.—MOLLY HURFORD

- ➤ You can't be strict all the time, or you'd go nuts. I try to make my treats the things that I eat on rides. I feel like if you eat it only on a ride, it's fair game.
- ▶ I'd rather eat a delicious cookie than a gel while riding. I like to make my ride foods: zucchini bread, banana bread, cookies.
- ► I experiment
- using different flours. My partner [pro rider Olivia Dillon] doesn't eat gluten. Everything I've made with sorghum flour, tapioca starch, almond meal, and xanthan gum turns out great and tastes totally normal.
- ► We try to eat real foods—nothing processed, and everything in moderation. I don't
- do any no-fat or no-carbs, just a wellbalanced diet of whole foods. When you eat clean, you feel so much better.
- ▶ Breakfast is mostly fruit. A pear, an apple, and a banana, sometimes kiwi or strawberries when they're in season and don't cost a million dollars. Plus almond milk, almonds, and a little granola.

► Beets are the ultimate vegetable.

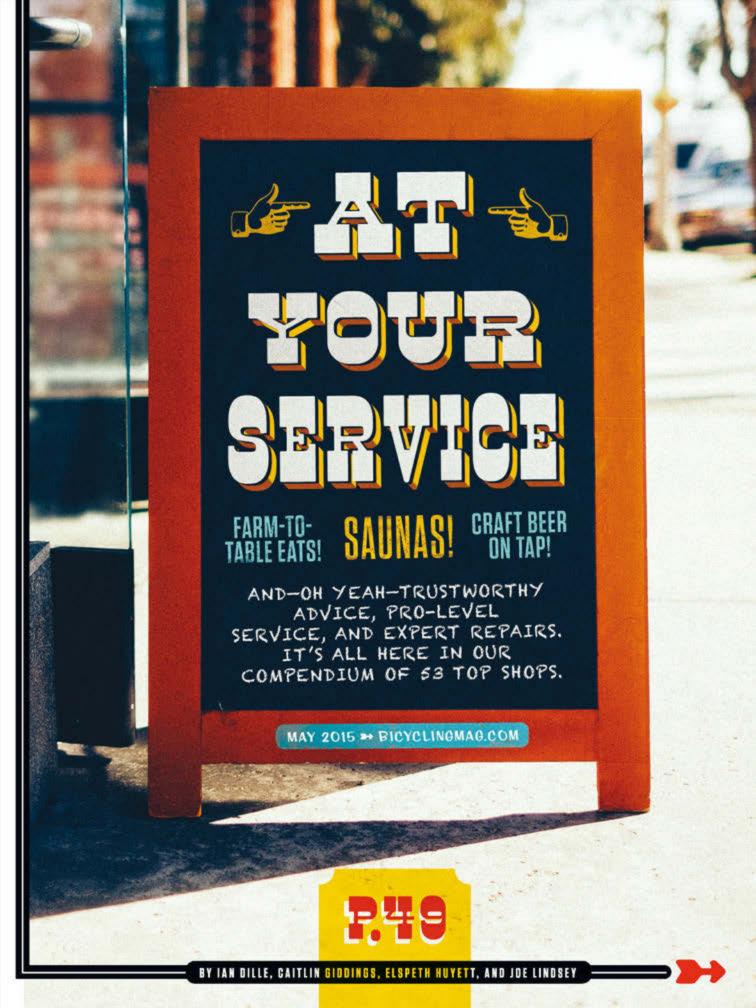
You can juice them, steam them, roast them. Make a salad by shredding raw beets in a food processor with carrots; toss in sesame seeds, apple, and a simple dressing.

- ▶ Dinner is always different. Sometimes we do a bunch of roasted vegetables in a big salad with beans, some meat, and quinoa. It's a ton of vegetables, a bit of protein, and a bit of carbs.
- ► Truffle oil is the greatest thing on earth. It makes everything good, and you only need a drop.

BONUS FACT I KNOW THE LYRICS TO EVERY SONG EVER. I would win any competition. My dream is to do a lip-sync battle with Jimmy Fallon. First I have to win a gold medal, then maybe it'll happen. That will be my sole inspiration from now on!







FOOD 減 VIBES



SERVING STRONG ESPRESSO, GOOD BEER, ARTISAN FARE (AND SWEET BIKES) •

THE WHEEL

Austin, TX

When it came time to name a new watering hole at the intersection of two popular bike-laned streets in east Austin, the owners weighed two options: The Wheel, after the Grateful Dead jam, or Lanterne Rouge, for obvious Tour-related reasons. They settled on The Wheel, and now the cozy space serves craft beer and whiskey specials to the flood

of thirsty cyclists coming in off the roads and nearby trails. (The Austin Daily Press, a bistro next door, dishes out tacos, tortas, and sandwiches to the Wheel's customers.) Drop in for a drink and set your pint glass on the sprocket-inlaid bar, or swing by the bicycle service station to top off your psi—this friendly neighborhood joint is open late so you can capture the *lanterne rouge* for being the last to get home.



Sm-oo

DENVER
BICYCLE
CAFE
Denver, CO

THIS DOWNTOWN INSTITUTION nails the trifecta of bike shop amenities: coffee, beer, and skilled wrenches. There's a coffee-house that serves espresso brewed with locally roasted beans; fresh pastries, and warm pretzels; a bar with local craft beer on tap; and a shop with mechanics who are as adept at repairing sin-

glespeed commuter bikes as they are at piecing together a custom Alchemy road bike. But it's the inviting interior space, accented with communal picnic tables, that makes Denver's Bicycle Cafe popular. The welcoming atmosphere encourages customers to relax, enjoy some live music, and share in their love of bikes.

FIT & FUEL BICYCLE CAFÉ

Naples, FL

When you roll out on one of the many group rides that leave from Naples Cyclery each week, you need not worry about postride nutrition. The Fit & Fuel Bicycle Café—the coffee shop, bar, and bike-fit studio next door-has you covered. Its hefty sandwiches, wraps, and salads are made with locally sourced produce, the cookies are a meal by themselves, and more than a dozen regional beers are on tap. It's a menu crafted by cyclists for cyclists and a good incentive to go extra-hard on those group rides.

MELLO VELO

Syracuse, NY

While attending the University of Syracuse, Sara and Steve Morris ran a bike-repair business out of their garage (Sara, who studied industrial design, wrote her thesis on bike culture). After graduating in 2010, they took out a loan for \$10,000 and opened Mello Velo. As business improved, they expanded into an adjacent space that previously housed a café. "It turns out people like our food, and like to hang out here," says Sara. Stop by for the popular Thursday evening ride and grab a smoothie—we recommend the Campy Cooler.





SHOPS SO RICH IN CYCLING CULTURE THEY NEARLY TRANSCEND COMMERCE



ABOVE CATEGORY CAFE Sausalito, CA TO FOUNDER CHAD NORDWALL,

the worth of a good shop isn't just the brands it carries or the fit certifications that hang on the walls or its ability to turn around repairs,

although AC can hang with anyone on those counts. "The meat of a shop is hands-on, it's knowing how to do stuff," he says. At Above Category, much of that knowledge is learned on the road, where Nordwall and his staff test every product for thousands of miles before deciding to sell it. The shop carries exclusive brands like Argonaut, Baum, Mosaic, and Pegoretti. When they can't find an option that satisfies them, they make their own products (an organic, vegan chamois cream, for instance). That credibility creates a lasting connection between the store and its customers and has made Above Category one of only a few true destination bike shops.



GOLDEN SADDLE CYCLERY

Los Angeles, CA

This modest shop is tucked into a quiet side street in LA's hip Silver Lake neighborhood. It's easy to miss if you drive past in a car, but nearly unavoidable if you're on a bike. The doors are always open during operating hours, and customers and neighbors congregate out front to talk bikes, art, music, and everything else. Inside, vintage jerseys and modern cycling caps adorn the walls, but Golden Saddle's most valuable asset might be the authenticity of its owners: Kyle Kelley, Thomas Wood, and Ty Hathaway. They have a genre-bending ethos that fuses elements and eras of mountain, road, urban, and adventure riding. It's an attitude and outlook that's refreshing-and also trendsetting.

ANGRY CATFISH BICYCLE + COFFEE BAR

Minneapolis, MN

Here's something that happens at Angry Catfish when it gets really cold: Employees lock the doors for the evening, jump on fat bikes, and ride about 8 miles down frozen Minnehaha Creek to a local pizza spot, where they dine on massive slices and pitchers of beer. The staff uses products hard, and their enthusiasm for riding has led to a smartly curated product line-heavy on

local brands like Surly and All-City—that has been vetted over severe Midwestern winters. The six-person service staff, with a combined 80 years of experience, churns out one-of-a-kind builds, and the coffee (aaahhh, the coffee) is poured over and pulled by baristas who are as happy to chat about the roast's origin as they are to recommend an unforgettable ride.

VECCHIOS BICICLETTERIA

Boulder, CO

Things you will not find in Vecchios: supersize bike brands, racks laden with apparel, prebuilt wheels, attitude, blank stares. Things you will find in this cozy, brick-walled warren on Boulder's iconic Pearl Street: unsurpassed mechanical knowhow, a take-one/leave-one beer fridge, cool memorabilia, frames from small builders, and friendly staff who are as willing to work on a Motobecane ancien as they are a new Moots. Just don't go to Vecchios looking for a fallblowout sale; go when you want expert service and trustworthy guidance on gear that will work for your riding style.





Brooklyn, NY

pour from a Faema E61 Legend, a machine akin to a vintage Ferrari, and his panini menu comes from a celebrated sandwich chef in Milan. The shop's TV is tuned to bike races and soccer matches, and Mainardi asks that you take a seat, talk bikes, and just for a moment, enjoy a slower pace of life.



VELO CULT Portland,

"I WORKED IN BIKE SHOPS my entire life and hated the ones I worked for," says Velo Cult owner Sky Boyer. So when he transplanted his store from San Diego to Portland

in 2012, he set out to create a place like no other. Velo Cult boasts a coffee shop, a craft-beer bar, a stage for live performances, a 45-seat theater, a screen-printing studio, a pop-up cheese shop, and 5,000 square feet to display bikes, gear, and merchandise. "It's my vision of what a bike shop should be," says Boyer, which is about as apt a description as you will find for the rambling, multistory space. Fortunately for Portland cyclists who need repairs, it also has four mechanic stations (and four more will be installed this summer) staffed by wrenches who work late hours.

KNOW YOUR WRENCH

HOW TO GET THE MOST FROM THESE FOUR BIKE-SHOP ARCHETYPES



Identified by a team-replica cycling cap and bulging calves, this aspiring racer looks for any advantage to cheat the wind, defy gravity, and eke out one more watt. BEST **QUALITY** Will gladly inform you why your bike, riding position, and donut consumption are holding you back, then suggest (often without solicitation) ways to fix it.



You can tell the true believers by their righteous tatoos and punkrock attitude. Their cargo bike probably has a guitar lashed to it and a sticker that reads: One less car, bitch. BEST QUALITY Fundraising for nonprofits, organizing rides, and taking on all the noble projects you don't have time to support because you're too busy riding.



Clad in skinny jeans, a vintage T, a studded belt, and a flat-brim trucker hat, this youngster just landed a dream job. Any lack of experience is made up for with happy-as-a pup enthusiasm.

BEST QUALITY This minimumwage earner knows how to scrimp for bike parts and will steer you toward the best value every time.



These crusty shop hands lust after blue-anodized cranks, tubular tires, and 8-speed Campy cassettes. From behind a thick beard and tattered apron, they will wax poetic about the days before Di2. BEST QUAL-ITY The only person in town willing to help you find parts for your 1980s Japanese steel samurai sword of a bike.—Kristin Butcher

Cult: Anthony Bareno



WHERE YOU COME TO SILENCE A CREAKY CHAIN AND GET FIT BY A PRO 🖜



SELLWOOD CYCLE REPAIR Portland,

IN A TOWN WITH MORE than 75 bike shops, Sellwood Cycle Repair has thrived by specializing in no-BS repairs. The shop occupies a historic building that is packed to the rafters with secondhand bikes and those awaiting some wrenching magic. Owner Erik Tonkin knows his success depends on retaining skilled employees, which is why all 13 of them—even the inventory manager—are

trained mechanics who earn a livable wage, receive health insurance, and get at least three weeks of paid vacation. You won't find any grumpy wrenches here just an empowered staff dedicated to getting your bike rolling with minimal fuss.

THE SERVICE COURSE

Boulder, CO

Daimeon Shanks opened his shop in 2010 and word of his skill quickly spread through Boulder's cycling community. The former Garmin mechanic focuses on repairs, and his workshop in an industrial park has the Spartan appearance that reflects a man intensely focused on his craft. You won't find a glitzy neon sign, or even bikes for sale, but if you need a tough repair done fast, Daimeon is your guy. "There's nothing we don't handle," he says.



FIT WERX

Waitsfield, VT

When word spread of the bike-fit miracles happening at a rambling farmhouse in Waitsfield, Vermont (population under 2,000), cyclists came in droves to spend time with Ian Buchanan, the Fit Werx proprietor who skillfully adjusted their saddle height, hand position, or cleat location to make them faster or ease chronic pain. Fit Werx gained such a colossal following that Buchanan opened three additional locations—two in Massachusetts and one in New Jersey. The shops are the rare fit studios that also sell a full range of bikes and components. Buchanan's | CONTINUED ON P. 58

HOT SPOT

PORTLAND, OREGON, HAS MORE THAN 75 BIKE SHOPS.
BICYCLING DESIGNER AND FORMER PDX RESIDENT
JIMMY CAVALIERI GIVES YOU A TOUR OF HIS FAVORITES.

1. River City Bicycles

706 SE MLK Jr. Blvd. Sponsor of Cross Crusade, America's largest cyclocross race series

2. Metropolis Cycle Repair

2249 N Williams Ave. Located on a bike route that sees 4,000 cyclists an hour at peak times

3. Sellwood Cycle Repair

7953 SE 13th Ave. Awesome at fixing bikes; Kona's Honky Tonk is named after shop owner Erik Tonkin

4. VeloCult

1969 NE 42nd Ave. Live music, coffee, beer, and a collection of vintage mountain bikes

5. Bike Gallery

5329 NE Sandy Blvd. The chain of six stores began 40 years ago at this flagship location

6. Fat Tire Farm

2714 NW Thurman St.
Portland's go-to shop for
mountain bikes

7. 21st Avenue Bikes

916 NW 21st Ave. Promotes its commuter, touring, and road bikes through hilarious viral

8. eBike Store

809 N Rosa Parks Way The city's first e-bike shop

9. Splendid Cycles

407 SE Ivon St. Company slogan: "Proud purveyor of fine cargo bikes"

10. Cyclepath

2436 NE MLK Blvd. No matter what color Chris King headset you want, this shop has it

11. Waterfront Bicycles

10 SW Ash St. #100 Rents everything from women's race bikes to tag-along trailers for kids

12. Gladys Bikes

2905 Northeast Alberta St. Has a library of 25 saddles that customers can try

13. Portland Bicycle Studio

1435 NW Raleigh St. Custom bikes and good coffee

14. Community Cycling Center

1700 NE Alberta St. Donated 300 bikes and helmets to kids last year

15. Citybikes Workers' Cooperative

1914 SE Ankeny St. Bins and bins of hard-tofind parts

16. Black Bird Bicycle Repair

104 N. Failing St. Home is a 1971 purple school bus

17. Revolver Bikes

6509 N Interstate Ave. Don't let the heavy metal music deter you, the staff is mostly friendly

18. Clever Cycles

900 SEHawthorne Blvd. Rent a cargo bike for your cross-town move

19. Weir's Cyclery 5279 N Lombard St.

Portland's oldest bike shop; founded in 1925

20. Western BikeWorks

1015 NW 17th Ave. 10,000 square feet of space with indoor bike parking

21. West End Bikes

1111 SW Stark St.
Offers free lifetime

brake and derailleur adjustments

22. Seven Corners Cycles

3218 SE 21st Ave. Super. Friendly. Service.

23. Veloce Bicycles

3202 S.E. Hawthorne Blvd. Free fitting with every bike purchase, even used ones



Service <mark>Stations</mark>

CONTINUED FROM P. 56

flagship store in Waitsfield carries mainstream brands, as well as models from small brands like Guru, Parlee, and Waterford that can do custom sizes and builds. "The synergy between fit and selection is tight," explains Buchanan. "You shouldn't look at one without the other."



VELOSMITH BICYCLE STUDIO

Chicago, IL

Tony Bustamante was born into bike shops—his father, Alberto,

opened a store in 1974 after working for former track pro Bruno Loatti. After years of wrenching, the younger Bustamante left Chicago and eventually took a job with Seven Cycles, where he became a senior fit technician. He returned to his hometown in 2011 to open Velosmith. The shop occupies a 1,000-square-foot space that dates to 1870 and retains the original pressed-tin ceiling and hardwood floor. His experience at Seven informs his fitting process. It is both simple and elegant, relying on sophisticated equipment, keen observation, and basic tools to assess a rider's physique and flexibility. Bustamante's meticulous attention to detail extends to everything Velosmith offers, from maintenance to dream-bike builds. "Our goal is to give the customer an amazing experience," he says.



CASCADE BICYCLE STUDIO Seattle, WA IF EXPERTISE IN BIKE FITS correlates strongly to experience, then there aren't many people who can rival Zac Daab, founder of Cascade Bicycle Studio. In nine years at Cascade and five before that as senior fit tech at Seven Cycles (where he worked with Velosmith's Bustaman-

te), Daab estimates he's done more than 7,000 fits. While many computerized fit systems focus on comfort and power, Daab also accounts for bike handling and control. Weight distribution is a critical part of the ride, he says. He serves his customers without pretension and embraces even the most trivial repair. "The other day we replaced a tube in a B.O.B. stroller," he says. "Anytime someone comes in and asks if we can do something, the answer is yes. If we can't do it, we'll point them to someone who can."





urban <mark>outfitters</mark>

MAKING IT EASIER FOR EVERYDAY RIDERS TO NEGOTIATE CITY STREETS



CLEVER CYCLES

Portland, OR

Thousands of cyclists ride across Portland's Hawthorne Bridge every day, and Clever Cycles is there to meet their needs. Located on a busy cycling thoroughfare, the shop specializes in beautiful, classic rides and providing every accessory a commuter could want (it has one of the best selections of lights in town). "We're of the mind that bicycling isn't different than walking or driving," says co-owner Eva Frazier. "Cycling shouldn't be such an effort." The shop is as egailitarian as it is utilitarian: Frazier says the majority of her customers are women with children and that Clever sells as many child seats as it does helmets.

THE MINDFUL BIKE

Denver, CO

Located in Denver's historic Congress Park neighborhood, the shop specializes in elegant commuters, Dutch-style bikes, and cargo models for transportation. Its selection is broad and eclectic, and visitors may stumble upon rare European brands they've never previously encountered, like Gazelle, Pashley, and Pilen. The interior is well lit and inviting, and the spotlight is on city riding, no Lycra required. In fact, The Mindful Bike espouses a near-devotional approach to

repairing and selling cycles—the store's core principle is that bikes can enliven spirits and strengthen communities.

BICYCLESPACE

Washington, DC Since opening in 2010, BicycleSPACE has become a second home to urban commuters and newbies alike. The shop, already appreciated for its helpful employees, has nurtured throngs of new riders through free weekly classes on basic maintenance and flat repair. But it's not all about education. The BicycleSPACE is also known for rides and events, including the freewheeling Cupcake Ramble, a Saturday-morning cruise that sometimes stops at a pastry shop for a midride treat. "We want our customers to have the same excitement for bikes that we do," says store manager David Dorn.



BICYCLE STABLE Philadelphia, **LONG BEFORE MECHANICS** at this new shop began installing Brooks saddles onto the seatposts of Bianchis, the historic brick building that houses it contained saddles of a more traditional sort—the space was built as a stable for police horses. The Philly retailer hasn't lost sight of the building's blue-collar roots. It sells

and repairs bikes for people who ride more for transportation than recreation. If you find yourself in Philly's artsy Fishtown neighborhood, stop in to meet the crew—a helpful bunch overseen by their shop dog, a boxer named Schmidt.





ZUZU PEDALS Port

Washington, WI

WALK INTO THE BRIGHT, spacious shop and some of the first products you see won't be bikes, but yoga and running gear. That's because Zuzu focuses on active women and casual riders. Sure there are fat bikes, women's bikes, cruisers, and bike-packing gear (this is Wisconsin, after all), but there's also a yoga studio and

a room for Spin classes. "We aren't just selling products," says owner Tammy Thompson-Oreskovic. "We're promoting a lifestyle that's fun, funky, and groovy."



PEDAL CHIC

Greenville, SC

Chandeliers, private dressing rooms, a runway to model clothes: Robin Bylenga's Pedal Chic has everything you'd expect of a women's boutique. This one just happens to be bursting with fun and performanceoriented bikes and cycling gear. When the shop opened in 2010, it was America's first women'sonly bike retailer, and Bylenga used the slogan "Roadways are the new runways" to encourage women to ride in gear that they love. Pedal Chic welcomes beginners with a casual 12-mile Spin 'n Sip ride around Furman University that often finishes with glasses of wine at the shop. For Bylenga, it's all about making cycling exciting and stylish. "I want our shop to be beauty and badass," she says. | CONTINUED ON P. 66

From an austere Chicago storefront, the owner of Tati Cycles—he's known only as J.—builds wheels, glues tubulars, and, for a time, critiqued cycling through a blunt, satirical online persona. Apparently, cyclists were appreciative because Tati plans to open popup stores in 21 states and four countries this year. Here is Tati, in his own words:

⇒ My shop does not look like a bike shop. People often walk in and ask, "What is this place?" ⇒ I offer one-dollar bike fits. If you think my service is worth more, donate that money to a junior cycling club. ⇒ I have one other

chair in the shop. I joke that it is my Cat 2 therapy chair. When someone tells me they want to go pro, I sit them down and explain the true horror of what that means. Decades ago, my own failure to make it as a

racer left me depressed and out of the sport entirely. ⇒ This thing we call bike racing, it's not a real thing. What most people get out of cycling is camaraderie and adventure. ⇒ I started a club of Cat 4 women and forbade them from using power meters. We did rudimentary drills, like riding the rollers without hands, organized 6 a.m. workouts, and showed up to races in brightorange wool jerseys. We kicked ass.









FASTER

Scottsdale, AZ

The truly fast (and the moneyed who yearn to be) come here to get closer to the pro life. At the heart of this training-center-slashbike-shop is a wind tunnel where clients can have their positions scrutinized for aerodynamics. On FASTER's 50-mile Saturdaymorning ride, cyclists practice pacelines and learn team tactics. Afterward they can lounge in inflatable boots that flush away metabolic waste or dunk themselves in alternating pools of cold and heated water to speed recovery. FASTER also partners with local businesses to provide coaching, nutritional counseling, and sports massages—it's a menu of services that would make some Tour de France teams jealous.

FAIR WHEEL BIKES

Tucson, AZ

This shop was already popular with local racers and campus commuters when, in 2000, owner Ralph | CONTINUED ON P. 67



BREAKAWAY BIKES

Philadelphia,

ииегрг РА FROM HUMBLE BEGINNINGS, this training center and retail space in central Philadelphia has developed a devoted following. In the late '90s, the shop's co-owners, Joe Wentzell and Glenn Krotick, toted clunky Cateye Cyclosimulator trainers from gym to gym in the trunks of their cars. When their clients urged them

to find their own space, they chose a two-story shop in Center City—an area not known for its avid cycling scene. But they added services like daily indoor spin sessions, coaching, and physiological testing, which attracted new riders. Breakaway now sponsors teams, supports aspiring racers, and—just as crucially—has become a catalyst for creating a vibrant cycling scene in the heart of Philly.

THE NEARLY COMPLETE CONTENTS OF AUSTIN'S STREAMLINE CYCLES*

Located in a 208-square-foot Airstream Trailer

- ⇒ 2 employees "with 36 years experience," says co-owner Brian Robbins
- ⇒ 20 hybrid rentals
- ⇒ About 100 tubes
- ⇒ 1 well-stocked mechanic station
- ⇒ 2 Thomson seatposts
- ⇒ 1 petition to join America Bikes
- ⇒ An original Eddy Merckx frame, Cinelli track bike (in for repair), and a tandem
- ⇒ 6 cassettes, 9 brake calipers, three old handlebars, and a few component groups "for restoring vintage bikes"
- ⇒ 20 Kryptonite locks
- ⇒ 9 SRAM chains
- ⇒ 4 Purist water bottles
- ⇒ 1 breakfast nook converted
- to a checkout counter
- ⇒ 5 trainers: "It's a sweatbox in here, but it's not so bad once you pop the hatches"
- ⇒ 1 American flag—Molly Hurford



Mormon Pioneer
National Heritage Area

CONTINUED FROM P. 62

THE UNLIKELY CYCLIST

Costa Mesa, CA In a twist that speaks as much to the power of social media as it does to the current state of bike shops, the Unlikely Cyclist began not with a business plan, but as a blog. When owner Lisa Kanno began cycling in 2009, she felt like she had entered a boys' club that was unwelcoming toward female cyclists. So she created a blog, The Unlikely Cyclist, to encourage more women to ride. Kanno soon had a sizeable following, and when she lost her job in the film industry in 2012, that community motivated her to turn her blog into a store. "I wanted to spur a community that I thought was underrepresented," Kanno says. The shop is decorated with vintage furniture and hand-painted artwork and carries apparel in sizes from XS to XXXL. Despite the stresses of

launching a retail store, Kanno hasn't lost her focus: She holds weekly classes and training rides, including a popular program that helps riders prepare for their first metric century.

VELOVILLE USA

Purcellville, VA

Owner Nicole Davison wants you to feel as though you've been transplanted to the bike-crazy Pacific Northwest when you step inside her shop. She opened Veloville after returning home to rural Virginia from Portland, Oregon, and wanted to inject some PDX-style riding passion into her local community. The shop hosts monthly dirt-road tours and several annual fun rides, including a 75km event on Presidents Day for which steel bikes are mandatory. Veloville carries full size runs of women's models-from cruisers to race bikes-hosts a weekly no-drop



ride open only to female cyclists,

and offers monthly clinics on

women's issues, where wine is

served. Inside, large windows

spill natural light onto local-



SPEED SHOPS

CONTINUED FROM P. 64

Philips opened an online store to complement the bikes in his shop. At that time, he made another shrewd move, giving employee Jason Woznick free rein to piece together exotic dream bikes and tinker with components. Woznick abided, creating a six-pound, \$45,000 road bike, building a \$28,000 bike case, and hacking a Shimano Di2 electronic drivetrain to automatically select the appropriate gear. Those techy innovations, as well as rigorously conducted scientific product tests, have made Fair Wheel's Web site a must-read among numbercrunching gearheads, many of whom are from Europe and Asia and are willing to pay for oneoff products. Despite the store's acclaim, Philips hasn't abandoned the Tucson community. Every Saturday, the 64-year-old leads a group of cyclists on the Shootout, a renowned training ride he has organized since 1974.



A ROAD BIKE 4U Irvine, CA **SIX YEARS AGO** Bruce Marshall took ownership of a small and struggling shop with a funny name and began reimagining the retail environment. One of his first moves was to create the So Cal Endurance Lab, a store-within-a-store that offers physiological testing, sports massage,

and bike fitting. Marshall then turned his attention to the local community and began hosting group rides: A fast-paced night ride draws more than 60 riders every Wednesday, and a new weekend ride called the Strade Marroni (it translates to brown roads) takes riders across fire roads and into the nearby Ortega Mountains. This year Marshall will add guided tours to complement his store's expansive rental fleet. Business has improved so much that Marshall is willing to endure the funny name.





ISM, the recognized leader in modern saddle design, is dedicated to cycling enjoyment and the wellness of all cyclists.



LET YOUR BICYCLE WANDER,
AND YOU NEVER KNOW
WHAT YOU'LL FIND—EXCEPT
AN UNFORGETTABLE TIME

BY • DYLAN NORD

MY BROTHER JAMES AND I STARTED HUNTING while we were sitting on a stoop. We both had been living in New York City, and had devoted ourselves to racing. We trained or raced at least six days a week. On weekdays, our starms went off at 5 a.m. to make sure we'd get our workeats in, and we'd text each other pictures of our scales during morning weigh ins. We even liked intervals. A lot. Pushing ourselves, bitting goals, being fit, and getting lean was exciting.

But week after week as we sat on the stoop reliving (and tr ring to re-race) all those races, we started to realize something: For us, cycling had evolved into a series of highs and lows, in which our last race dictated our happiness and satisfaction with riding a bicycle. What had happened, we wondered, to the brothers who, as kids, had ridden through rainstorms not to get a workout in but to get covered in mud?

We hit on a simple idea for recapturing some of that innocent fun: Instead of coming home after the weekend's race,

James and I would put our bikes in the car and drive north out of the city until we found new roads to ride. We decided we would describe our trips as "hunts" because we thought the words "epic" and "adventure" were too easily used. (Yvon Chouinard, founder of Patagonia, explained adventure best: "For me, when everything goes wrong, that's when adventure starts.") Instead, we were hunting for experiences—and not just those specific to cycling or even sport. We wanted to find things unknown to us, surprising things, things that felt more like discoveries than accomplishments.

North. Eventually, we picked up some sponsors that allowed us to extend our ambition beyond the New York state line. Yet, the spirit of our rides remains centered on something that happened at the end of our first Hunt, when we realized that the stories we'd brought back were about more than just riding the new, pretty roads we'd found. After that, we set out knowing we wanted to see what life was like on the side of the road just as much as on it. And we wanted to do it as often as we could, so we started to camp at night to keep costs low—and that made everything even better. During Hunt 2, we met a group of demolition derby drivers who showed us that crashing cars is actually a form of stress relief. We stopped at a lumberjack competition on Hunt 3. There we met a man who won the biggest competition of his life. On Hunt 4, we got to know "El Chapulin," the Grasshopper, a mystical disciple of living for the experience of living.

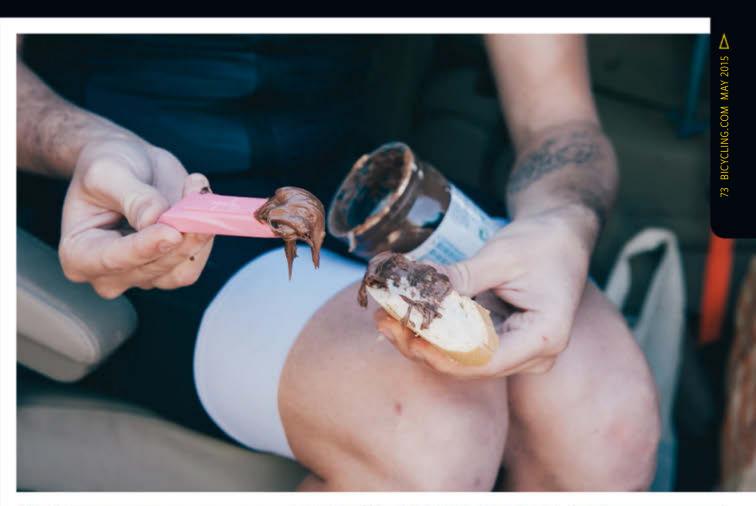
It's been almost three years since we sat on that stoop and realized that, as fast as we could make our bikes go, we'd pointed them in the wrong direction. Hunt 5 took us to Spain. It was there that we learned how far we'd come, and how to push against the unknown with as little hesitation as possible.

We started in Salou, Spain, on the Catalan coast, and knew only that we'd ride to Valencia, around 300 miles in three days. On day two, we hit a climbing section about 20 miles long that took us about three hours. James and I shot the shit about everything on earth while we rode (below), then when we crested he cooled off (right) and agreed life had never been better.







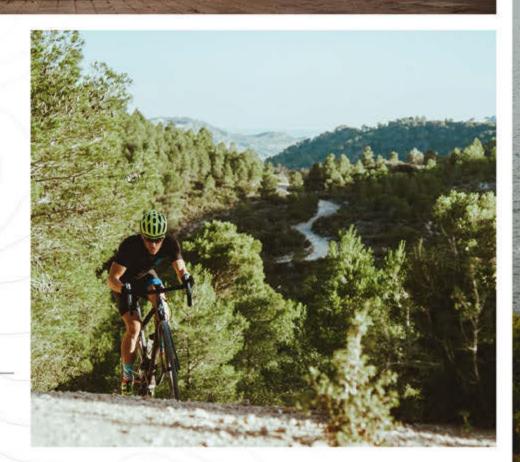


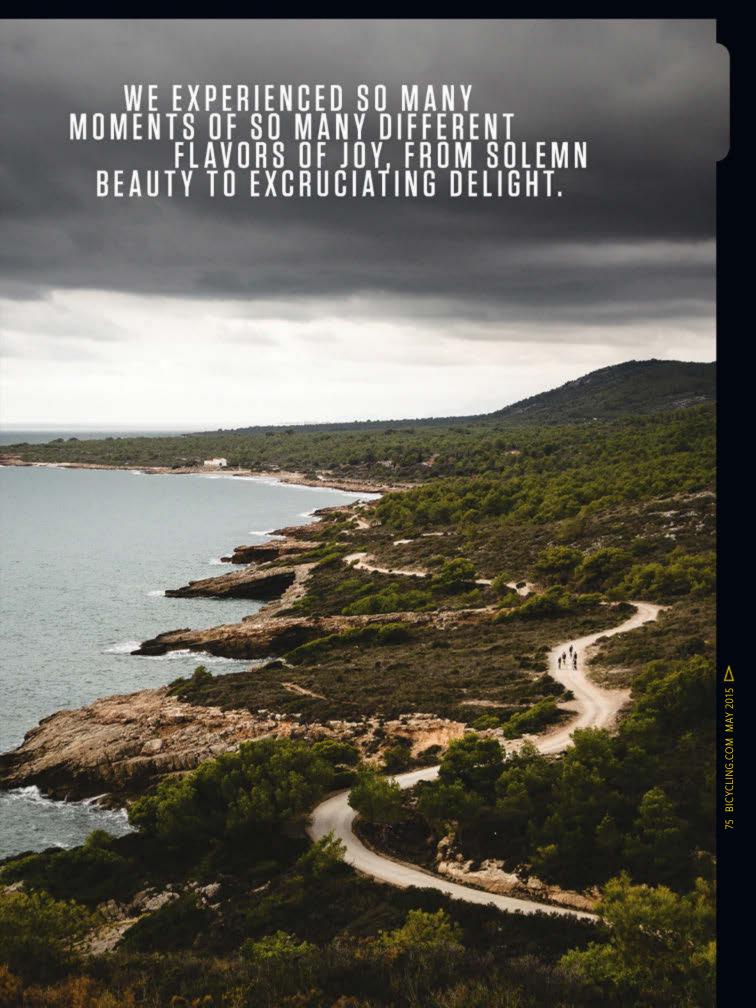


Our wildest descent (far left) reminded me of sliding down the stairs in a laundry basket as a kid-one hell of a ride even though you might get your teeth knocked out. Luckily, we saved our teeth for eatingwhich, every day, became first a catalyst for despair when we'd realize lunch or dinner was still hours of pedaling awayı then, once we arrived, turned into the most purely animalistic ecstasy: Whatever was put in front of us was the best food ever.



We had so many moments of so many different flavors of joy-from the solemn beauty of towns we'd ride into after not seeing a soul for hours (top) to cresting graveled hills that could swallow a whole wheel and were so steep that maintaining 2 mph was an excruciating delight (right). For me, the morning we found ourselves on a winding a dirt coastal road (far right) remains the most vivid. The sun rose as we set out, and far off in the ocean a single shaft of light-clear and isolated and different from anything I had ever seen, nearly god-like-cut through the clouds and illuminated the water. It was our last, and longest, day.







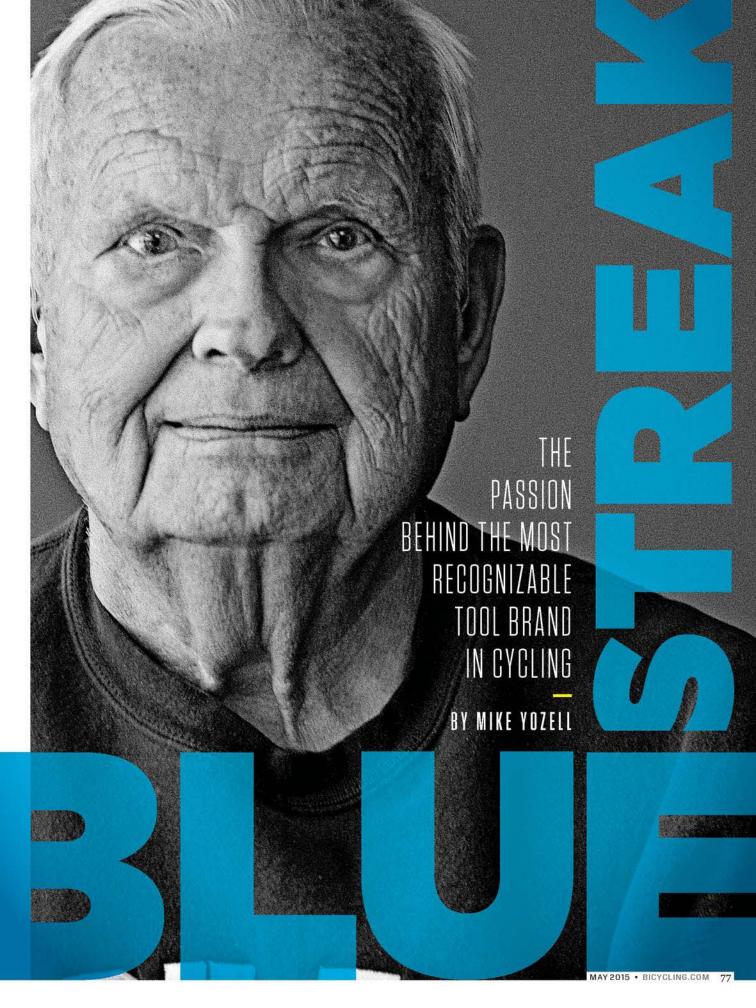
Aeolus D3 TLR

Lighter, wider, and still fastest.

Rim brake or disc, the new Aeolus line cuts weight and adds width while bringing TLR to the fastest wheels on the planet.

Learn more at bontrager.com/aeolus







have told you. The cofounder of the Park Tool Company was never widely known, even in cycling circles. And before he died this past January, I never gave much thought to how big the brand figured in my world. But as I gaze around my home shop, I see a trove of implements (a vintage selection of which I've annotated on these pages), in various shades of the company's iconic blue. Nearly every day for the last quarter century, I've built or repaired bikes with wrenches and tools from the company Hawkins helped establish 52 years ago. His son, Eric, took over the business in 2003. We asked him to reflect on Park's success and his father's legacy.



OBSESSION FOR VICTORY





Tinkoff Saxo Racing Team - Ride with Nago Evo CPC









































SURPASSING OTHERS. SURPASSING LIMITS. SURPASSING OURSELVES.

SPRINT TO THE EXTRAORDINARY

The world's best teams and athletes such as

Vincenzo Nibali

and

Nairo Quintana

have found race-winning technical advantages and reliable performance with Campagnolo.

You too will benefit from the newest Campagnolo performance solutions, enabling you to improve personal records, surpassing all limits and

defeating the most formidable adversary. Yourself.

-Campagnolo

CAMPAGNOLO.COM

JOIN The Challenge



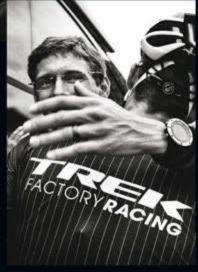
gr.sprinttotheextraordinary.com

















The hard part isn't starting a bike company. The hard part is making things that last. Bikes.

A brand. Relationships. The hard part is the key to what we do, and who we are.

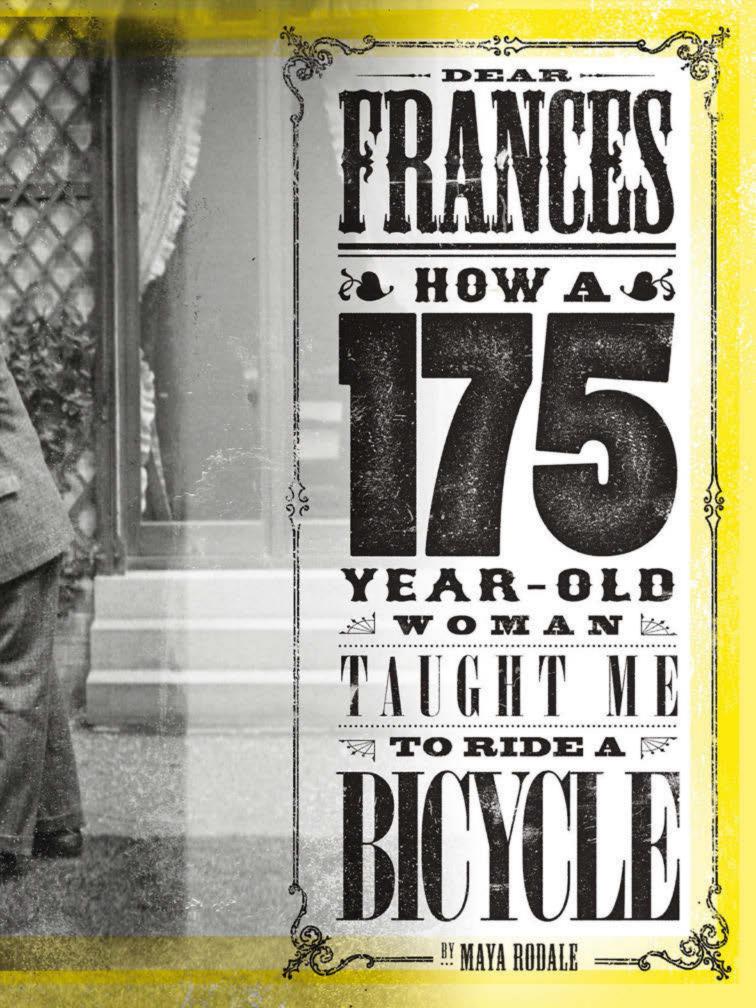
BORN IN A BARN where two Midwestern guys pursued a dream of building something great.

RAISED ON ROCKET SCIENCE because when you lead, you have to invent. RACED TO WIN because the world needs heroes—and we're inspired by the will and audacity to put it all on the line. WARRANTIED FOR LIFE because our bikes—and our relationships—are built to last. LOVED THE WORLD OVER because riders everywhere share our belief in the power of this simple, elegant machine.

This is Trek. We believe in bikes.









First, I must apologize for not knowing who you were—not just because in your time you were the second-most famous woman in the world (after Queen Victoria) or because you were not only popular but so beloved that your funeral got the presidential treatment in 1898. From New York City to Chicago, crowds turned out to pay their respects to you—the champion of temperance, of women's right to vote, and of bicycling.

I discovered all of this as one does these days-on Twitter. (I'll explain another time.) Someone tweeted about the connection between cycling, fashion, and the early years of the women's movement. As a cyclist and human who wears clothes and believes in equality, I was intrigued. As I learned more, I discovered that the temperance movement, the women's movement, and a massive shift in fashion were connected by a curious figure, a 53-year-old woman on a bike. You, my dear Ms. Frances Willard.

The rise of the bicycle was swift and spectacular. In the mid 1880s, there were around 50,000 cyclists in the United States. In 1895, nearly a half million bikes were produced in the United States. Just a year later, annual production ramped up to hit a million. This popularity proved to be troublesome when it came to women: Where were all those women going on their bicycles now that they had such freedom? What were they wearing? And what was cycling doing to their reproductive organs?!

Was that when you, Frances-respected and famous for championing such virtuous and high-minded causes as temperance and the Home Protection Ballot—understood that the struggles of women who simply wanted to ride a bicycle carried such significance? Or, at first, did you merely want to learn for yourself how to ride, and only later recognize that the bicycle was the quickest way to drive the changes you advocated for?

"A reform often advances most rapidly by indirection," you wrote in A Wheel Within a Wheel: How I Learned to Ride the Bicycle, With Some Reflections by the Way, the best-selling book that chronicled your experiences. It occurs to me that you must have been among the first to know that changing the world could be as easy as riding a bike.



DEAR

Here I am, at 8 a.m., having flown halfway across the country, to Chicago, to further my acquaintance with you, the woman who famously mastered that "steed of steel," and this morning I am made aware that I have not.

Well, this is embarrassing.

I need to remove the wheels so I can cram two bulky black rental bikes into one subcompact car. The guy at the bike-rental shop is no help. I am no help. As a city rider, I'm an expert at handling bikes in elevators, and at keeping them steady while navigating insane traffic and sprinting laps of Central Park at dawn. I've even done a few races. But bike maintenance is just not my strong point.

I am reminded of your popular "Do Everything!" slogan, which was meant to encourage women to lobby, petition, preach, educate, or generally do whatever it takes to change the world. However, I am quite sure that "everything" was not meant to include skulking about with coffee in hand while quietly panicking. My 17-year-old sister, however, gets right to work flipping the bikes over, unlatching and unscrewing stuff until the front wheels pop free. "How do you know how to do that?" I ask, impressed and relieved. "I needed to do it once, so I figured it out," she replies with a shrug. Frances, you would be proud. I am proud.



Then we, two petite girls, shove the hulking rental bikes and their detached front wheels into the back of the car and drive over to your place in Evanston for a visit. I read the books and Googled all I could, but I found that I needed to get to know you better, in the way you know someone after going to their house and peeking at their stuff—the books on the shelves, the pictures on the walls, the sundries we all leave behind. I wanted to ride the streets where you lived.

I wanted what I knew was probably impossible, to discover why the champion of such major social reform counted so much on the bicycle to help.

DEAR FRANCES,

I'm happy to report that your house is still standing on Chicago Avenue in Evanston, Illinois, and in remarkably good condition. It's exactly what I'd expect of a Victorian-era activist: The dining room table is set with nice china, the silver is polished, the bookshelves in your library are dusted, and your desk is clear (mostly).

My sister and I have an appointment with Mary, of the Frances Willard Historical Association, for a private tour of the house. We kick off with a conversation about alcohol. It is 11 a.m.

These days the word "temperance" is a



A Whole Philosophy of Life

Frances Willard published her musings on becoming a cyclist, now popularly known as How I Learned to Ride the Bicycle, in 1895. What might have been a simple memoir on figuring out how to balance and pedal instead became, as she wrote, "a whole philosophy of life in the wooing and winning of my bicycle." Here are some other memorable passages from Frances:

The world is wide, and I will not waste my life in friction when it could be turned into momentum.

An ounce of practice is worth a ton of theory.

The best gains that we make come to us after an interval of rest which follows strenuous endeavor.

00000

I finally concluded that all failure was from a wobbling will rather than a wobbling wheel.

I began to feel that myself plus the bicycle equaled myself plus the world.

A revised edition is available as How I Learned to Ride the Bicycle: Reflections of an Influential 19th Century Woman.



BicycleBlueBook.com

WHAT'S YOUR BIKE WORTH?

THE WORLD'S ONLY TRUSTED RESOURCE FOR USED BIKE VALUES. PERIOD.

Our experts give you the confidence you need to buy, sell, or trade, so you can get out on a road or trail faster.

www.BicycleBlueBook.com





Speedplay Zero Pavé

like Speedplay Zero pedals—the nearly frictionless float, the low stack, and dual-sided entry. But I live in the mountains, and for several months out of the year, I encounter ice and mud on the roads. One day, while out riding after a storm, I stepped off the road for a nature break. I managed to clip in to my Zeros again afterward, but because of the dirt and ice I'd picked up in my cleats, I couldn't clip out. To stop without tipping, I needed to peel off my shoe cover, open my shoe, and pull out my foot (while rolling). From then on, my Zeros were my summer pedals.

Apparently Speedplay-sponsored pros had similar problems, because in 2006, the company started making a pro-only pedal better suited for foul conditions. Late last year, a version of the Zero Pavé became widely available.

Two changes differentiate the Pavé from the standard Zero: the cutaway, stainless-steel body and ceramic camming edges—four gold-colored plates sandwiched inside the pedal that are most crucial to its functionality. On a regular Zero, the edges are metal; twist the shoe hard enough, and these edges open the metal spring in the cleat to release. Add water, however, and the friction between the metal surfaces makes release more difficult. Add water and grit, and the pedals get



really persnickety. The ceramic edges on the Pavé prevent these friction issues. The cutaways also allow more of the grime in your cleat to fall away when you step in. Surprisingly, despite its less-ismore appearance, the Pavé weighs 20 grams more than the Zero. The body is metal and not composite, putting the Pavé at 228 grams a pair. A titanium-spindle version (\$499) is about 40 grams lighter.

With the Pavés, I didn't need to be as careful

about stopping in the middle of a dirt road for a pee break. But one January day, I still filled the cleat with gritty mud that almost locked me in. I was eventually able to release, but it reminded me that though the Pavé is better in crap conditions, it's still not a mud pedal. I can't say this is a year-round option where I live, but it does give me more time to ride in my favorite pedals than I had before. \$339

HOT LIST Must-Have Bikes & Gear

advertisement



Kenda Kountach Endurance

Lighter, faster, and stronger; building on the success of the Kriteium Endurance comes the premium Kenda Endurance tire, the Kountach Endurance. The combination smooth center line and knurled shoulder tread pattern is mated to Kenda's fastest R2C rubber compound for race performance. Now with upgraded dual Kevlar Iron Cloak flat protection for a 10% stronger tire while reducing weight by more than 20%.

Available in 700x23c, 700x25c, and 700x28c sizes.

kendatire.com/en



Rival Your Limits

For you, there is an antidote to the rigor and responsibilities of everyday life. Getting out for a ride. And your bike is everything to you. You love it because of what you pour into it and what it gives you in return.

sram.com/rival22



DBinline

The award-winning DBinline offers the same capabilities of a downhill shock within a smaller architecture. Twin-tube design and CS climbing system for trail and enduro bikes—no other shock in this class packs so much into so little. Handbuilt in Fletcher, NC. DEFINE YOUR GREAT.

canecreek.com/thedisruptor





When it comes to cycling accessories, Topeak leads the pack. Whether it's our line of innovative tools, our hard-working pumps and bags or our safety-first iGlow series, we approach each product with passion, creativity and the dedication to making your cycling better.

Prepare you to ride.





topeak.com

SHOCK YOUR SHOCKS

The days of manually changing modes on your fork and shock might be numbered, because mountain bike suspension is going electronic. Here are two new systems that charged our curiosity.

MAGURA ELECT

PRICE \$1,200, complete; \$650, aftermarket upgrade to newer Magura forks WEIGHT 1,732g (120mm travel, 29er)

ACCELEROMETER

The brain of the eLECT is an accelerometer that detects motion and the bike's tilt, so it knows if you're going up or down, or if you're on the flats. It can also sense a sprint or if the front end is freefalling during a jump or manual.

LOCK/ UNLOCK VALVE

If the system senses that you're climbing, a small valve locks the fork; when the bike levels out, the fork unlocks. In these situations, the system changes modes in a little more than a second. The delay prevents it from getting confused by, for example, a rolling section of trail, and also increases battery life by reducing the number of lock/unlock cycles. If the system senses that you're sprinting, it will lock out in two-tenths of a second and remain locked for six seconds. If it detects a free fall, it opens in a half second

PREFERENCES

to soften touchdown.

You can set a preferred threshold gradient,

such as five degrees. If eLECT senses that a climb is steeper than that, the fork locks; below it, the fork opens. This threshold is set by tilting the bike to the preferred gradient, then calibrating the accelerometer—it took a bit of fiddling during testing to find our ideal threshold.

BATTERIES

The batteries are rechargeable with a USB cable, and are claimed to last 40 hours in automatic mode and 60 hours in manual mode (using the remote).

shown) You can override automatic control
with a wireless handlebar remote. Magura
offers an eLECT rear
shock too, and when
both fork and shock are
installed, you can control the entire system
with a three-button
remote.—Matt Phillips



The lockout is very firm, so I found myself switching over to manual mode on rough, technical climbs to improve front-wheel traction. I also wished for a mode between fully locked and open, as well as better small-bump performance. But the system works fast and seamlessly, and it's easy to set up. I think it's best suited for an XC-oriented rider rather than a trail-oriented one.—*M.P.*



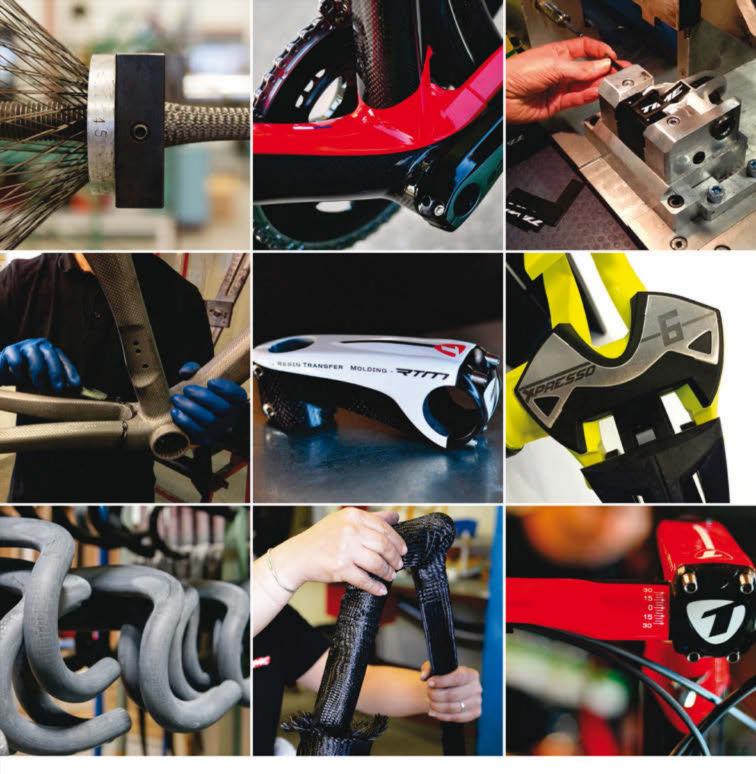


QUICKTAKE In automatic mode, the system switches compression damping so often that sometimes, I found it to be more active than it needs to be. And the speed at which it returns to lockout is not adjustable, which can make it seem a little out of sync at certain times.—*J.L.*

automatic, you can

bump size. An LED light indicates mode

select from three levels of sensitivity to



@timesportusa



#MadeInFrance #carbonweavetubes #handmade #Skylon #XpressoPedals #bikelove #ResinTransferMolding #RTMCarbonFiberHandleBars #RTMCarbonFiberStems @contenderbicycles @velopasastudio @wrenchscience @racycles @atabike @rcbpdx #LeaucadiaBikes @studio_velo @All4CyclingUSA





Olirtbox

All The Thrills Are For You

Have big fun at a big value on the Giant Stance O



ever underestimate the single pivot. This was the thought going through my head after my first mile on Giant's new, 120mm-travel, full-suspension mountain bike. Recent rain had made the Southern California dirt unusually tacky, so I was driving hard into the corners, and I found I could carry every bit of extra speed into the rough straights. All I had to do was hit the remote on the handlebar, dropping my saddle with the telescoping seatpost, then lean back and let the bike charge.

At \$2,650, the Stance 27.5 o costs a fraction of many longer-travel carbon models—but it was allowing me to hit the same lines as I do on higher-end bikes, while having just as much fun. At one point, I literally had to clean the dirt off my teeth because my grin was so big.

The Stance may look similar to Giant's 140mm-travel Trance, but the suspension design is simpler—and less expensive. On the Stance, Giant uses a single-pivot design it

calls FlexPoint. The Trance uses a more sophisticated, dual-link system known as Maestro that in my experience does a better job of canceling out the effects of braking and pedaling. Compared with Maestro, the suspension on the Stance stiffens more under braking—a trait known as brake jack—but is so subtle that only the most sensitive and experienced riders are likely to notice it.

Besides this, the FlexPoint system worked surprisingly

well, responding to small rain ruts as effectively as it did to larger rocks and water bars. It bottomed out only on flat landings after three-foot-plus drop-offs—which I'd consider to be the normal boundaries of a 120mm-travel bike,



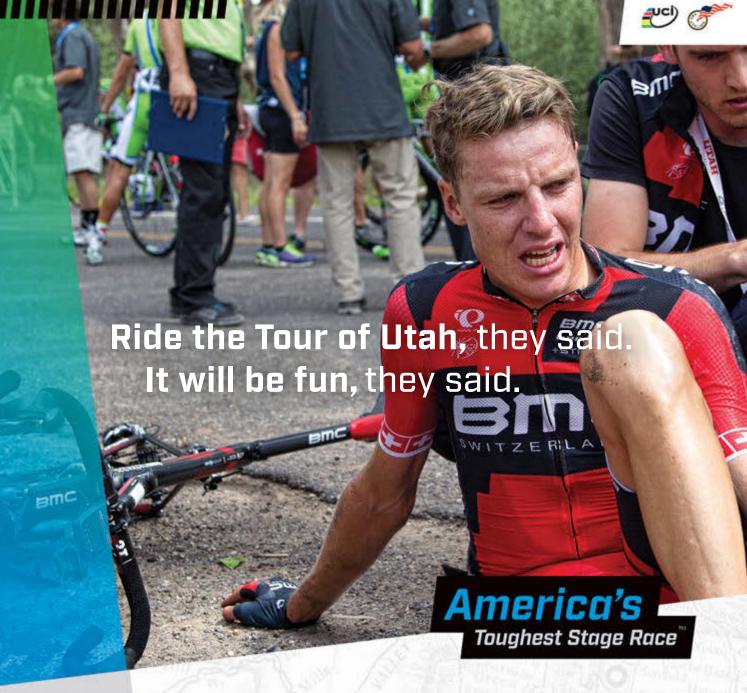
WHAT YOU NEED TO KNOW

27.5-inch wheels 120mm travel, Flex-Point single-pivot suspension Superb Shimano XT/SLX components Dropper seatpost Rims that run tubeless with tape and valve stems Available in S, M, and L—no XS or XL like with the Giant Trance

PRICE \$2,650 WEIGHT 28.7 lb. (L) anyway. On climbs, the bike felt sporty and responsive.

Because the suspension costs less to produce, Giant outfits its Stance models with higher-quality components than similarly priced Trance models. The standout feature is the Giant Contact SL Switch-R dropper seatpost—a \$280 upgrade if purchased separately. You don't often find a dropper post on bikes in this price range—and it's a significant benefit. No other innovation in the

last 10 years has done more to change the way I ride. I'll take a bike that has a dropper post and a hint of brake jack over one that has neither—especially when the bike is as fun to ride as the Stance.—Ron Koch



Partners

















As stage winner Michael Schär (above) discovered last year, victory isn't always fun. As a 2.HC, seven-stage event with nearly 700 punishing miles and almost 51,000 vertical feet of climbing, it's easy to see why the Tour of Utah is America's Toughest Stage Race. ™



August 3-9 | tourofutah.com













WRITE YOUR OWN LEGENDS

A name that inspires, on a bike that dominates

t's February, and it's 19 degrees outside at 9 p.m. I'm sitting on the couch with the second beer of the evening and an enormous book about Eddy Merckx, lent to me by a colleague so I could go deeper into the lore of the man I (like many cyclists) already know something about. Where I come from, Merckx is still the king, even 35-or-so years after he climbed off. He's ubiquitous in my cycling community: A sign at the end of one driveway proclaims "Ride Lots," a phrase attributed to Merckx. Our

local bike shop displays signed banners and posters of him—his name is even part of its Wi-Fi password. He was the first professional road racer I ever heard of as a youth, and in all the years that followed, his name has come to represent an astounding capacity for suffering and victory: 525 of them, officially. No other rider dominated as much as he has, with such ferocity, and in so many arenas.

I'm tired. It's been a long year. The

roads are a mess of salt, gravel, and melting snow banks, and the trails are a morass of ice and snow, and just about unrideable. I'm not enthused. I have been cross-country skiing a bit; something it turns out Merckx and I have in common, according to an interview I found. What I'm learning about Merckx tonight is that part of what contributed to his dominance, particularly in the spring Classics, was a work ethic and regimen that had him training and racing through the winter, whether it was the occasional foray into cyclocross or, more likely, the endless rounds of sixday racing on the velodrome. He was training, always training, so that when the Classics came around, he was raceready while his competitors were still working to drop winter kilos.

Photography by KENT PELL MAY 2015 • BICYCLING.COM



The next morning dawns colder still, what minor melt we got renders the snow a frozen crust. Okay, but not great for skiing, so it's back on the bike I go. After a small coffee and a light breakfast, I'm out the door. The roads are free of ice—a bonus—and the SanRemo76 I'm testing feels nearly as timeless as the racer its name honors.

Inspired by Merckx's seventh, and last, victory at Milan-San Remo, this is a bike the company has made in one guise or another for years. If it were wrought of the steel tubes of Merckx's heyday, and not carbon, I could picture Eddy himself winning on this bike. It's not the upright, steep-angle, crit-loving race design that's become so pervasive in the last few years. Nor is it the ultrastiff, carbon superbike that all the pros seem to be riding these days, designed for an environment in which

gram counting is everything. Our test bike was 17 pounds: certainly not a behemoth, but less feathery than other offerings in its class. What it is, is a quintessential, long-distance road racer that harkens back to the old-school "square" frames of the past, when seat tubes and top tubes—which were level—matched in length.

There are departures, of course. First and foremost, the SanRemo76 is full carbon. Second, the head tube is on the tall side—not enough to force you upright, but when combined with a long top-tube measurement and slack seat angle, enough that you might consider dropping a size to get proper saddle setback and take advantage of the seatpost's generous layback. A true modern classics bike, the SanRemo76 places you more over the rear wheel and drapes

"525 CHOIGES"

Like the SanRemo76, the newest bikes from Eddy Merckx draw their names from some of his most notable wins. The flagship EMX 525 represents his total number of victories. The Mourenx69 is named for his Stage 17 win in the 1969 Tour de France. And the Eeklo70 is a carbon frame cyclocross bike named after the only cross race that Merckx ever won, in Belgium in 1970. If we could name the next three, we'd pick these.

7/2

Merckx breaks Ole Ritter's previous hour record of 48.653 km at the Olympic stadium

in Mexico City on a traditional track bike. His distance of 49.432 km stood until Francesco Moser broke it—with a distance of 50.808—in 1984 on a highly modified, aero track bike.



Windswept and wet, sick and cold, and having chased back from a puncture after the

Wallers-Arenberg Forest, Merckx wins the 1970 Hell of the North by putting five minutes into fellow countryman Roger DeVlaeminck in the last 28 km. (But don't expect to see a Merckx model with this name anytime soon; for bicycles, Fuji controls the trademark of the Roubaix moniker.)

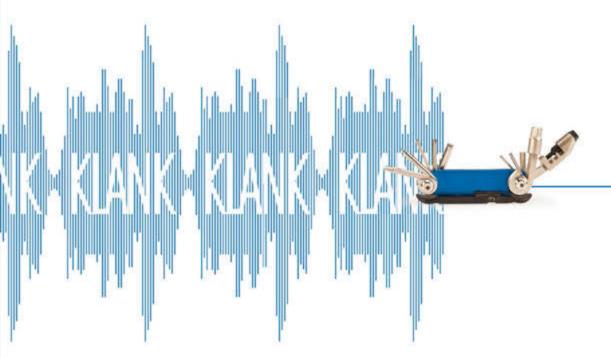
......

TRE CIME

68

Wearing the rainbow stripes of the world champion, Merckx trails a 12-rider breakaway

by six minutes during Stage 12 of the 1968 Giro d'Italia. After attacking the field, he's delayed by a puncture and swallowed back up by the group. Merckx finally arrives, with 17km to go, at the base of the penultimate climb of the day. He catches almost all of the break on the ascent and, with 3 km left, drops his Faema teammate and previous Giro d'Italia winner Vittorio Adorni. Two hundred meters from the top, Merckx shells neo-pro Giancarlo Polidori and takes the stage victory.—M.Y.



QUIETLY KEEPING BIKES ON THE ROAD. ONE TOOL AT A TIME.







Test Drive the V1-r at the following COLNAGO V1-r TEST CENTERS today!

BICYCLES PLUS

7015 Snider Plaza Dallas, TX 75203 (214) 363-2025

BICYCLE SPORT/ COOLEY CYCLES

2916 Selwyn Ave Charlotte, NC 28209 (704) 335-0323

BIKE PROS USA

8740 La Riviera, Ste B Sacramento, CA 95826 (916) 730-7064

COLORADO BIKE SERVICE

41149 US Hwy 6 & 24 Dowd Park Bus. Ctr. Avon CO, 81620 (970) 949-4641

ELEMENT CYCLES

8215 160th Ave NE Redmond, WA 98052 (425) 881-8442

ESTELLE BICYCLES

2206 Kearney St. Denver, CO 80207 (303) 733-0240

HELEN'S CYCLES

2501 Broadway Ave Santa Monica, CA 90404 (310) 829-1836

INCYCLE BIKES

175 South Fair Oaks Ave Pasadena, CA 91105 (626) 577-0440

NAPA RIVER VELO, INC

680 Main Street Napa, CA 94559 (707) 258-8729

NICE BIKES, LLC

2439 South Broadway Denver, CO 80210 (720) 242-6455

PICASSO VELO

828 N. 2nd St. Phoneix, AZ 85004 (602) 759-8169

R & A CYCLES

101 5th Ave Brooklyn, NY 11217 (718) 636-5242

6FIFTEEN CYCLERY

3430 Camino Tassajara Danville, CA 94506 (925) 217-4563

SPROCKET CYCLES

1018 S Pacific Coast Hwy, Redondo Beach, CA 90277 (310) 540-1927

WRENCH SCIENCE

1022 Murray St. Berkeley, CA 94710 (510) 225-0294





you over the front end, so you're sitting in the bike, not on it, ready to conquer any terrain.

It feels like every Merckx I've ever ridden: so solid that it's on the edge of being a tank. No nuance to be revealed, just a bluntforce instrument of speed, almost barbaric. But well thought-out: Ride it, and you can clearly feel what this bike is for and what it's all about. It dishes out punishment-to others, not to you. The handling is slower and deliberate, inspiring confidence and making this bike great for screaming down unfamiliar roads. Cornering is precise as long as the pavement is smoother; it feels a bit unsettled when the road gets rougher. But a swap to a slightly bigger tire—in this case a set of Michelin Pro 4 endurance 25mm inflated to 90 psi-helped to tame the chatter.

And if there were no surprises on the San-Remo76, there were revelations. Revelations that take me back years and years, before carbon nanotubes and monocoque frames. Back to a time when laid-back angles helped a bike conform to the road and glide over imperfections—a time that is coming around again. I marveled that a bike could handle so well while stretching me out, while still helping me cruise through long miles, and inspiring me because of the name on the down tube—something

few other brands can deliver.

The SanRemo76 is available as a frameset or in two complete builds: Shimano Ultegra Di2 and Ultegra mechanical (the version I tested). In the latter guise, the SanRemo76 is an uncomplicated everyman's bike, offering good value and durability in a sporting package. Kitted out with a Deda cockpit and a Prologo saddle, the bike is at home in most conditions. One item we did take issue with was the seatpost. It's proprietary to the frame and features a generous setback. Coupled with a 72-degree seat angle, which is slacker than on most of the SanRemo's contemporaries, it required some testers to push the saddle far forward on the rails to get proper positioning over the bottom bracket—a functional solution, maybe, but unsightly.

A couple of weeks, some long rides, and a few more days on skis later, I can feel the weight of that time on the couch beginning to slough off. By the time this review appears, the new season will be here, one that will be rich with long miles, fast races, and various disciplines. Thanks to a year-round regimen, and some great time on the SanRemo76, I, too, will be ready when the first pistol fires.—*Mike Yozell*





THIS BIKE IS JUST RIGHT

The Seven Axiom SL proves that, in finding your perfect match, it's cool to dork down

ometime in the fall of 2013, I had an epiphany: I am not a millionaire or a professional bike racer. But I have always been drawn to cycling equipment as though I were one or the other. (I'm speaking here of my personal desires; in my professional life, I have no problem appreciating, and celebrating, the value of a great \$900 bike.) I love the feel of a finely honed, high-performance race bike, and I love the ethereal lightness of carbon. They're both deliriously fun to ride, and they're right for many riders.

But I realized that they might not always be right for me. So I began a journey to find the

bike that is right. That bike would be useful and practical for the kind of riding I actually do in those instances when I'm riding solely for pleasure rather than evaluating something; it would be as desirable to me as those sexy race bikes; and it would be affordable on my middle-class salary. It would be a bike that served the needs of the real me rather than the aspirational version of me I enjoy inhabiting when I'm on those superbikes.

I sat down and made a list of who I am, how I ride, what I need, and what I could afford.

I'm 5-foot-8, 157(ish) pounds, and not an amazing climber or a quick sprinter. I don't need a superstiff bike because of my size or abilities.

104 BICYCLING.COM • MAY 2015 Photography by KENT PELL







LTITUDE PROFILE



















01/2015

rides often. Most of my rides are solo, or small group rides that usually start with, "Where should we go today?" And no matter the answer to that question, I want to be on a bike that is comfortable, capable, and fun. Something light, lively, smooth, versatile, and that can tackle long, steep pavement climbs or explore dirt roads for hours. Widerange gearing is a must, as is handling that is more reactive than most endurance bikes.

I don't race or do fast, competitive group

PRICE \$3,995, as tested WEIGHT 17.5 lb., as tested

I want a bike that is durable and can survive being stuffed into a case for international trips and banged around in the back of a car with several other bikes. I'm careful with my stuff, but I'd rather not have to be

I want a bike that doesn't need to be painted, because I die a little bit inside when a bike gets scratched.

I want a pump peg to hold a full-size frame pump—because, simply, despite the seeming conveniences of minipumps, I think frame pumps are functionally better.

Electronic shifting: too expensive. Disc brakes: too heavy, and options are too limited.

I want to love my bike when I look at it, and know that good people built it.

That was the list. When I looked around for a stock bike that fit these criteria, I couldn't find it. Some got close, but none were exactly right. So I had the right one built: a 17.5-pound, custom Seven Axiom SL with SRAM Force 22 WiFli gearing, clearance





MAY 1-2 2015



































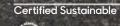




BASKETBALL CITY PIER 36, NYC

Benefiting







Free and open to the public. www.bike.nyc



Find yours at **sportlegs.com** and these fine retailers:





Seven Axiom SL

CONTINUED FROM P. 106

for 28mm tires, and fender mounts (though the add-on fender option for the Enve fork is no longer available).

I went to the designers at Seven because I trust their craftsmanship. They build beautiful and precisely made frames and don't make you wait a lifetime for one. And they are good people.

Titanium was my material of choice because it is tough, relatively light, and has a wonderful ride quality. It doesn't need paint, so the finish can't chip or crack, and scratches can be buffed out.

The parts on my Axiom are good values, what I believe in, and what I want to ride. The 11-32 cassette and 36/52 11-speed drive-train provide a huge and versatile gear range. (The Quarq power meter is a magazine-guy extravagance.)

I got this bike in October of 2013 and have been riding it since (I'm writing this in February 2015). It is the longest period I have ever tested a bike.

I rode it in a Rapha Gentleman's Race in Los Angeles, which had sections of significant gravel—and worse. I rode the Axiom in the weeklong Bicycle Tour of Colorado with my wife and my dad. I rode it through an early winter snowfall and a late spring downpour. I rode it when the dirt roads were muddy and when they were dry. I explored unfamiliar roads on it. I dropped it, and it didn't get damaged; I packed and shipped it, and it emerged unscathed. I rode it with fenders and without. I cruised on it during group rides and suffered on it during solo rides; rides longer than six hours and shorter than one. After the initial shakedown ride, the Axiom hasn't missed a shift or even had a flat tire—and the frame looks like new more than a year later.

The Axiom SL doesn't have the ferocious edge of a race bike, or the ethereal quality of a dream bike, because it's less stiff and heavier in comparison, and because the wheelbase was stretched for fender and tire clearance. I do occasionally miss that feeling of quickness, but that's a trade-off I had to make, and I got a lot of practical usability by giving away this perceived performance. And I say perceived because, based on Strava, the Axiom didn't hold me back on the climbs or descents.

The Axiom is more useful to me than any dream or race bike. When I look at this bike

I see the cyclist I really am, not the cyclist I had imagined myself to be. With some sacrifices, I can afford this bike. It's not inexpensive, but it's a better bike for me than most stock carbon race models at the same price.

Bike brands, and even this magazine, seem to be primarily enthralled about the carbon race replica. They are great bikes, right for many riders. But they are not right for all. You don't have to ride a certain kind of bike just because it's ubiquitous and lauded. You can think about the rider you really are, and seek out the bike that would serve you best. And if that bike doesn't exist, a custom shop can help you make it exist.—Matt Phillips



Seven can deliver a beautifully made custom frame in a reasonable seven to eight weeks.



Bicycling | SPRING CLASSIC

presented by



RIDE WITH BICYCLING EDITORS & SPECIALIZED VIPS ON SCENIC NORTHERN CALIFORNIA ROADS

MILES

New riders and families will enjoy an easy route (no daunting hills!) that features river views and attentive support

MILES

The peloton rolls at a quick and controlled pace through Morgan Hill's countryside on the most fun group ride you've ever done

MILES

Serious riders tackle a hilly route through Santa Clara County, with timing on designated segments and prizes for top climbers

Performance Partners:









BICYCLING.COM/SPRINGCLASSIC



don't ride anymore because of you."

My boyfriend at the time,
Steve, aired this grievance in
response to my offhand comment that he hadn't touched
his bike in a while. I was
stunned. How could I have ruined
the thing I loved most, for the person I loved most?

"You and your friends just want to go fast all the time," he said, shrugging. "You took the fun out of it."

In the four years we were together,

Steve and I had grown into different people, and in no other way did this show more than how different we had become as bike riders. Lighthearted and uncomplicated, Steve usually just wanted to cruise and get some fresh air. "Let's take the townies and go ride the creek path," he'd suggest on a Saturday afternoon.

I'd frown and wrinkle my nose, and say, "I want to get a workout in." I'd usually win that tug-of-war, and an hour later we'd be heading up Flagstaff Mountain or Lee Hill

WHAT YOU NEED TO KNOW

■ Aluminum frame with a carbon fork, made in Taiwan ■ RED! Gates Carbon Drive belt + Shimano Alfine 11-speed internally geared hub = no chainmarks and less maintenance ■ Reflective sidewalls on the tires for extra visibility ■ Housebrand saddle is comfortable, even for longer missions

PRICE \$2,300 WEIGHT24.9 lb. (S) Road on our road bikes, my Garmin ticking off numbers while the two of us ground our way uphill in silence.

Purportedly, we broke up because I moved across the country for work, and not because we were incompatible on bikes. We both said we were at peace with our split; a mutual decision based on grown-up considerations. Still, when I saw the Spot Acme Open for the first time this winter, with its flat handlebar, glittery silver step-through frame, and bright-red belt drive, it cracked my







▶ heart wide open even as it made me smile. It made me think of him.

The bike would have suited us both. With its lightweight aluminum frame, hydraulic disc brakes, and stout carbon fork with a tapered steerer tube, the Acme was built for cruising the town—but it was built to do it fast. It put me in a surprisingly aggressive riding position that made riding it feel more similar to being on an endurance road bike than on any cruiser I've ridden.

Its speedy nature makes the Acme Open a delight to ride—fast is fun, after all. One Sunday morning, I decided to forgo my usual weekend ride, donned jeans and a ski jacket, and went on a 10-mile bagel-and-coffee mission on the Acme instead. At 24.9 pounds, this relatively light townie took the chore out of punchy rollers, and the lowest gear within its 11-speed range was easy enough to allow me to sit, spin, and let the bike do the work. On the fast descents, it was stable, so I could sit up, take a hand off the bar, and rip alongside traffic.

I cursed the snow gods when the roads were too icy to ride to work, because I'd been having so much fun on the Acme that I'd started looking forward to my commute when I went to bed at night. When I did get to ride again, I loved pulling up to a stoplight and being able to stand casually over the low top tube, feet flat on the ground, waiting patiently for the light to turn. The clean, grease-free Gates Carbon Drive belt and Shimano internally geared hub-no chain, no derailleur-meant I could pedal in my favorite knee-high boots without having to watch out for my drivetrain. Who, me, worry about grease marks? (It also requires less maintenance than a chain and cassette.) And when I pulled up to the office or the bar on the Acme, the bike and its eyecatching red accents lent a feeling akin to wearing bright-red lipstick: Look at me.

Then there's this, which probably no one else will appreciate but I'm going to say anyway because I can't extricate it from my feelings about this bike: When I am out on some errand I invented just to ride the Acme, I often think, Steve would have liked this ride—a roll just to pick up orange juice, or to get a bagel and read magazines. Sometimes I want to call him and tell him that I get it now, but maybe it's not even the bike at all, maybe it's me who is different these days. Whichever it is, I want to reach out and say, "Hey. How about that creek-path ride?"—Gloria Liu



LITTLE ROCK GRAN FONDO

MAY 30th LITTLE ROCK ARKANSAS

www.littlerockgranfondo.com





HEREIT

CAPITAL HOTEL











GFNY Championship

-Campagnolo GRAN FONDO NEW YORK

MAY 17, 2015

REGISTER NOW

GFNY.CC

100 MILES OR 50 MILES

BE A PRO FOR A DAY

Qualify for the elite start corral in New York at GFNY World events

GFNY Barcelona March 22 GFNY Colombia April 26 GFNY Mont Ventoux June 28 GFNY Italia September 20 GFNY Cozumel November 22 GFNY Argentina December 6

NYC BIKE EXPO | MAY 15-16
NYCBIKEEXPO.COM



















WOMEN'S SCOTT ROAD RC LADY SHOE

The RC Lady Shoe received the most consistent praise from our test group for its combination of comfort and speed. The carbon-fiber sole transferred power efficiently, without being painfully rigid. The Velcro strap across the midfoot—what Scott calls its "Anatomic Centering Strap"— is claimed to align with the instep of the foot to contribute to a second-skin fit. Combined with the foot-hugging, synthetic-leather upper, the RC Lady Shoe indeed contoured to the variety of foot shapes and profiles belonging to the four women in our test panel. Further adjustability came in the form of the removable pad Velcroed to the bottom of the insole, behind the ball of the foot, which provided extra support under the arches—a detail that one tester, who has flatter feet and bone spur issues, appreciated. We also liked the small, squishy pillow that lines the upper edge of the tongue and prevents chafing in this potential hot spot. Another tester noted that while the roomy toe box took some getting used to, the design prevented her feet from going numb on long rides. The

shoe is well-ventilated, with mesh windows along the sides and over the toes, and one under the toes on the sole. The Boa closure offered testers the ability to quickly tighten and loosen the shoe, but two editors would have liked to see another Boa instead of the Velcro straps. Testers also were divided on the shoe's patent-leather accents, but the glossy finish did prove easy to wipe clean. And in the end, the issue of performance dwarfed style. As one tester put it, "I honestly felt like this shoe made me faster." PRICE \$275; WEIGHT 583g/pair [40]

Co. (6) To.

FLEET FEET If you're going to drop cash to shave weight on gear, ultralight shoes are worthwhile because they represent weight you directly have to spin. And because shoe weight is not restricted by the UCI, this is one of the key places the pros look to save a couple of hundred

ALSO ON THE PODIUM

FI'ZI:K R3B DONNA // PRICE \$300; WEIGHT 527G/PAIR (40.5) 🌼 LOUIS GARNEAU CARBON LS-100 // PRICE \$200; WEIGHT 446G/PAIR (39.5)

BEST BUDDIES CHALLENGE.







REGISTER TODAY! **BESTBUDDIES**CHALLENGE.**ORG**































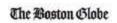






















CONTINUED FROM P. 87

buzzkill. But, I find out, in the late nineteenth century men, women, and children were drinking nearly three to five gallons annually—which makes my liver hurt just thinking about it, and also was thought to have major downsides for society. Thus, along came the Women's Christian Temperance Union, and its most fearless and famous leader (that would be you) to champion sobriety. Yes, there was a spiritual aspect one doesn't want to be in a drunken stupor when meeting one's maker—but also practical reasons: Drunkenness led to poverty, domestic violence against women and children, and other ills.

You and the WCTU may have started out trying to ban alcohol and preserve men's immortal souls, but under your leadership the organization became about so much more—and became the biggest political organization of American women in history. When many respectable women still wanted to preserve their status as angels of the house, and were wary of anything that threatened that station, you, Frances, found a way to assuage their concerns and rally this influential demographic to support women's right to vote—so they could better protect their homes, you successfully argued. And to gain this right to vote, you exhorted women to "Do everything." Write letters and petitions. Get educated. And ride a bike?



DEAR

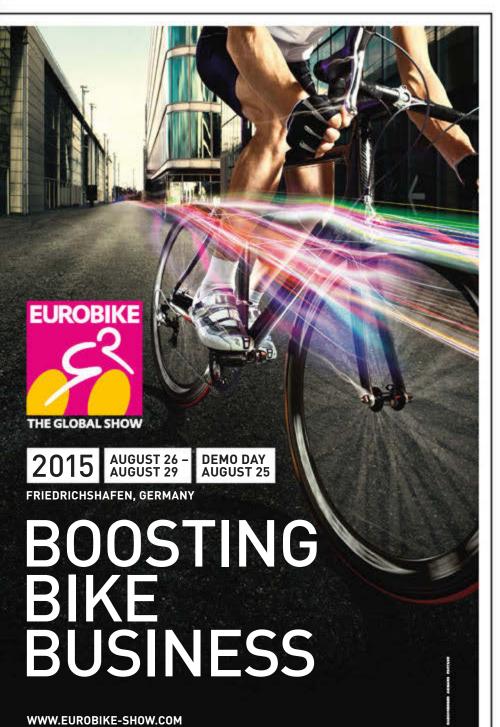
I'll be honest: Riding a bike is fun and all, but I'm curious FRANCES, why a respectable advocate for temperance and suffrage would decide to learn to ride at the age of 53. Not that I want to be one of the naysayers who says a woman shouldn't do such a thing at such an age. It's not like you were the first, or even the only lady cyclist of the time, so I'm really curious why it was you, of all the other cyclists, who literally wrote the book on riding the bike.

The appeal of cycling for an advocate of temperance is clear. You explain it pretty well in your writing: "As a temperance reformer I always felt a strong attraction toward the bicycle, because it is the vehicle of so much harmless pleasure, and because the skill required in handling it obliges those who mount to keep clear heads and steady hands."

Suffragettes like you, Susan B. Anthony, and others were also quick to recognize that the bicycle could give a woman a taste of freedom. For the first time, she could get farther than walking distance without a man to drive her, to get a horse ready, or without a chaperone breathing down her neck. And it turned out that riding the bicycle made wearing the usual 25 pounds of clothes—I kid you not—seem a little ridiculous. Function had to trump fashion if women were to ride, so their clothing changed to make cycling easier. Yet you saw a sweeter purpose: "I also wanted to help women to a wider world, for I hold that the more interests women and men can have in common, in thought, word and deed, the happier it will be for the home."

The bicycle could do all of those things. And if you were going to preach about it, you damn well had to do it.

There is no Frances Willard, Lady Cyclist, without Gladys, the bicycle upon which you learned to ride. You mentioned that she was named because of the "exhilarating motion of the machine, and the gladdening effects of its acquaintance and use on my health," and, I might



add, because women were apparently naming their vehicles even in the nineteenth century.

These days Gladys is parked in a room downstairs, looking a bit worse for wear. All that remains of the seat are some crusty scraps of leather and rusty coils. Some rubber on the front wheel is worn away, revealing something shredded underneath. On the handlebar is a bell, of the same simple design we see today. I imagine you and Gladys gliding along, and the bell ringing to alert startled haywagon drivers and horses to the shocking, though increasingly frequent, sight of a woman on a bicycle.

I'm so sorry Frances, but I cannot restrain myself—I reach out and flick the lever on the bell. It dings! More than a hundred years later, your bell still chimes!

Then I watch in horror as, instead of rebounding, the lever sticks. Was that the last chime of Frances Willard's bell? Oh my god I have broken a national treasure?

[unladylike language redacted here]

Mary the guide, my sister, and I exchange horrified glances. Wordlessly, we decide the best course of action is to move on and pretend that didn't just happen.

We look at the framed photographs on the wall. One of my favorites is of you in proper Victorian attire surrounded by three "strong armed" gentlemen in smart jackets and caps as they help you mount and dismount the bike.

According to the method outlined in *How I Learned to Ride the Bicycle*, all one needed was 15 minutes of practice a day, with a focus on mounting, dismounting, pedaling, turning, then attempting to get astraddle the "mysterious animal" without the assistance of anyone, including those handsome gentlemen. And all to be accomplished with just one or two falls.

Those circumstances, dear Frances, are vastly different from my experience. I was six years old, not 53. There were no gentlemen in smart jackets. I figured it out myself. In fact, I even refused training wheels, because I suspected my mom and I would never get around to removing them, and my sister wasn't born in time to take over in such an emergency.

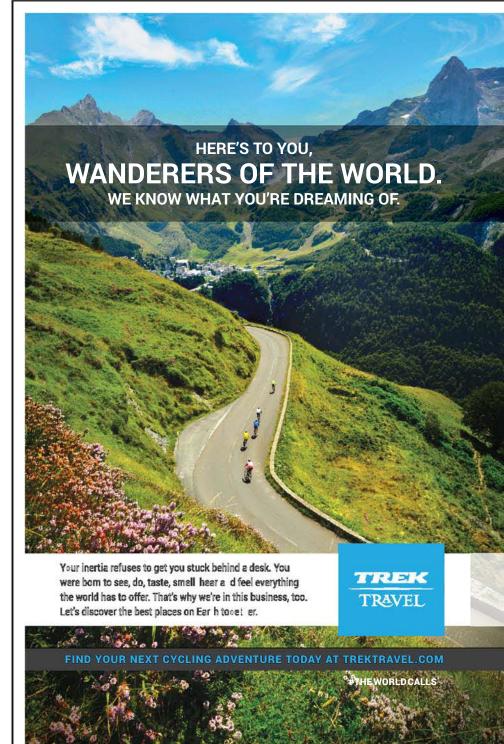
In the far corner of the yard, where the grass was thin and the ground flat, I diligently practiced mounting and dismounting, assisted only by gravity (on the dismounts) and stubborn determination. Forget an elegant 15 minutes a day—I remember being achingly aware that I'd better figure all this out before it got dark.

I don't remember my first successful ride, but one of yours was such a momentous occasion that it gets more page time in your diary (yes, we all read your diary, sorry) than the news that Colorado enfranchised women. In the entry for November 10, 1893, you wrote: "This has been a great day with the 'bike.' Grace Murrell coached me & I went 12 times from cottage to Priory with her 'moral support' only! She says in a week at this rate I shall be master of the steed of steel."

But still, as different as our time and circumstances are, Frances, we all end up learning the

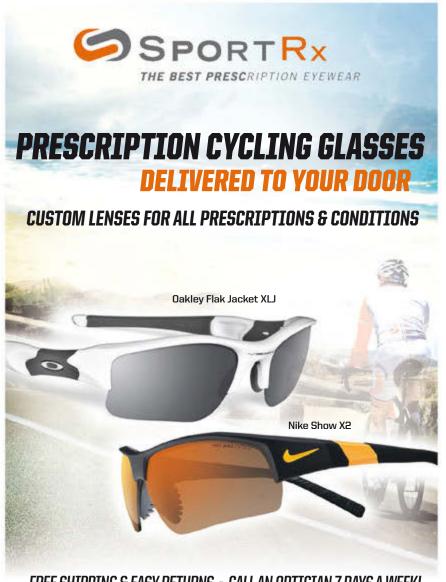
same lessons you wrote about. We all learn, as you did, that the bicycle is no flatterer. It does not respond to cajoling, whining, praying, or wishing. The bike doesn't care if its rider is prince or peasant, male or female. There is only one way to make this go, which you describe as "the democratic route of honest hard work."

One of my favorite bits from your book is this: "That which caused the many failures I



CONTINUED FROM P. 119

It's not really about the bike at all—it's about cultivating a sense of independence and freedom. It's a feeling of, literally, going places in life. It's about getting up after you fall, doing things that scare you, and always finding a new ride.



FREE SHIPPING & EASY RETURNS - CALL AN OPTICIAN 7 DAYS A WEEK!

WWW.**SPORTRX**.COM

1.877.790.8751























had in learning the bicycle had caused me failures in life; namely a certain fearful looking for of judgment; a too vivid realization of the uncertainty of everything about me; an underlying doubt—at once, however (and this is all that saved me), matched and overcome by the determination not to give in to it."

I get this when I think of one particular ride in New York City, straight up Sixth Avenue. No bike lane—just me and all the huge trucks, wildly unpredictable taxicabs, and oblivious pedestrians. There is fear; I excel at imagining terrible outcomes. There are doubts; why the hell did I think I should do this? And there is the determination to just do it, because once I have done it, I won't be afraid of it anymore.

You found "a whole philosophy of life in the wooing and the winning" of your bicycle. You realized that it's not really about the bike at all—it's about cultivating a sense of independence and freedom. It's a feeling of, literally, going places in life. It's about getting up after you fall, doing things that scare you, and always finding a new ride to challenge you.

As my sister, Mary, and I are about to leave the room, the lever on the bell pops back up with another ding. And some audible sighs of relief.



DEAR FRANCES,

My sister and I peek out the window to check on our bikes. Before we came in, we reattached the wheels and chained the bikes to a parking meter out front in anticipation of our ride around Evanston. We'd rented "comfort hybrid" bikes with thick black frames, that look remarkably similar to Gladys. Earlier, there had been some discussion between us about getting proper road bikes instead, but once we got here and took one look at Gladys, I knew that we had made the right choice.

When it became clear that women would be riding bicycles, propriety and scandalous pantaloons be damned, builders made adjustments to the frames. The middle bar was lowered to allow for long, full skirts. There were also special "hygienic saddles," and changes to the handlebar to encourage women to remain in an upright position rather than leaning forward and low as one does on a road bike. The reason: fear that women might find cycling... stimulating, if you will.

I find something poignant in riding a bike nearly identical to yours, more than a hundred years later. As I cruise along beautiful, tree-lined blocks of stately homes, I imagine what it would have been like to be doing so in the nineteenth century.

Fetch the smelling salts, Frances: My ankles are showing. This is because I've adopted the fashion of my time of cuffing my pants. My ankle is cold, but I look cool. This is a dilemma no nineteenth-century woman would have encountered, thanks to ankle-covering skirts and petticoats—which came with their own, more dire, problems. There are plenty of stories of skirts getting tangled and taking down bike and rider. Or, as one nineteenth-century lady cyclist pointed out "You get too much of the dress on the one side of the wheel, and you do not get enough of the dress on the other side."

Thanks to the tightly laced corset I'd probably have worn under a starched shirt and jacket in your era, the day's ride would be undertaken with a reduced lung capacity. Instead of a helmet, I'd be wearing a bonnet that offered no protection in the event of a crash (which seems more likely than today, given the outrageous getup).

Every inch of skin, from ankles to neck to fingertips, would be covered. I'm struck by the juxtaposition of how confining that outfit must have felt with the sheer freedom one feels when flying downhill on a bike. No wonder bicycling is credited with sparking one of the most sweeping fashion changes in history. Bloomers made a comeback, skirts were shortened, and a few exceptionally daring women even took to wearing men's pants.

Oh, Frances, I wonder what you make of the equality of today's tan lines? Please advise.



Yes, I know: the tan lines. There are other problems in my time, too, including some that are important enough that we still need tireless activists like you. But the things you worked so hard for have to come to pass. Think of it this way: An American woman can wear whatever she wants as she pedals to a polling place to cast her vote. Thought you might like to know.

I shall leave you, Frances, with this little moment: My sister and I are riding along Lake Shore Drive as the sun sets. It is time to deal with the bikes, the wheels, and the car again. (I would go on to become an expert in this, one step closer to being able to do everything, thank you very much.) But before we turn back, I urge us to go a little farther. We ride past a woman in a headscarf, teaching her daughter to ride her first bike. The girl seems to be three or four years old, and she is perched on the sort of glittery, sparkly, pink tricycle that proudly and unapologetically declares "Girl Cyclist." It

is now one of the most ordinary sights in the world. Had I not gotten to know you the way I do now, Frances, had I never taken this trip, I would not have looked twice at the scene. But I do know you, and I do look again, and it is then, Frances, that I see what you saw.

Yours, Maya Rodale

BICYCLING (ISSN 0006-2073) Vol. 56 No. 4 is published 10 times a year (monthly except bimonthly in November/December and January/February) by Rodale Inc., 400 S. 10th St., Emmaus, PA 18098. Periodicals postage paid at Emmaus, PA 18049, and at additional mailing offices. Postmaster: Send address changes to BICYCLING, P.O. Box 26299, Lehigh Valley, PA 18002-6299. In Canada: Postage paid at Gateway, Mississauga, Ontario; Canada Post Publication Mail Agreement Number 40063752. Return any address changes to BICYCLING, 2930 14th Ave., Markham, Ontario L3R 5Z8; GST #R122988611. Copyright by Rodale Inc., 2015. BICYCLING, incorporating Cyclist magazine, is published by Rodale Inc. Subscribers: If the postal authorities alert us that your magazine is undeliverable, we have no further obligation unless we receive a corrected address within 18 months.





Far from the beaten path, there's a better kind of summer vacation.

Gravity trails, bike parks, lift-access riding. 450 miles of Gold Level single track. Park City will change your mind about summer vacations.

See for yourself why Park City is the world's only IMBA designated Gold Level Ride Destination. Get your mountain bike vacation rolling by visiting mountainbikingparkcity.com. Ditch the pavement, ride the dirt.

MOUNTAIN BIKING

mountainbikingparkcity.com



















BikeSchool.com

More professionals and enthusiasts choose UBI! We offer beginning and advanced training in bike repair, shop operation, mechanic certification and frame building in our two state-of-the-art facilities in Oregon: Ashland and Portland.

541 488 1121

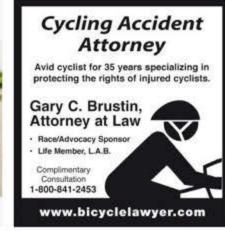




COKASE

Mountable Phone* 6, 5 & 5S case for cycling & running.











A MUST-READ FOR CYCLING ENTHUSIASTS



"Inspires"

What would happen if your fork snapped apart while you were riding @ 28 mph? Ever heard of Hangman's Break?

"Easy read that left me with tears of joy"

Visit us online at www.mptindustries.com Phone: 973-989-9220 Toll Free: 800-351-0605 MPT Industries, Dover, NJ 07801

"This story of recovery is one of great courage and determination, and will appeal to cyclists and non-cyclists alike."

-- Thurlow Rogers, U.S. Olympic cyclist and legendary champion

...wherever books and e-books are sold









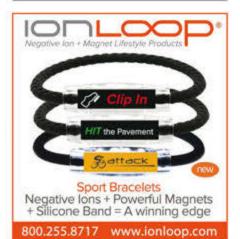
Tandems Limited

Stocking America's finest tandems and recumbents. Test rides. Parts, Spinergy & Rolf tandem wheels, & more Free catalog.

2220 Vanessa Dr, Birmingham, AL 35242 205-991-5519 Jack@TandemsLtd.com http://www.TandemsLtd.com

2725 Ore Mill Dr. #23 Colorado Springs, CO 80904





For Rates Contact: Michael Austry @ 214-252-9971

ADVENTURES A CYCLIST'S ULTIMATE GUIDE TO EPIC GETAWAYS AROUND THE WORLD

TourdeCure

New England Classic

2 days, 150 miles 7 days, 550 miles July 11-12, July 11-17



Ride back roads of Mass., the Maine seacoast and the mountains of N.H. and Vt. Full support with rest stops, SAG vehicles, air-conditioned accommodations, breakfast, dinner.

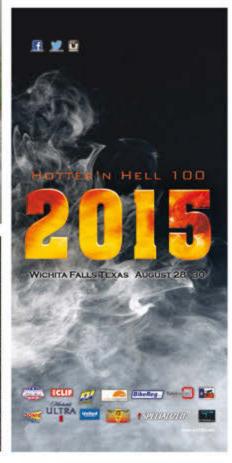
diabetes.org/newenglandclassic





June 7-13, 2015







www.abbike.com 888 797 7057

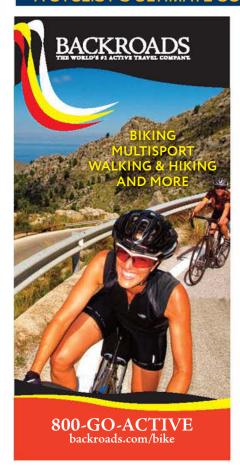


ROCKY MOUNTAIN CYCLE TOURS – All inclusive road cycling and mountain bike adventures in the Canadian Rockies, Vancouver Island and beyond. Ride the world's most beautiful mountain road, the Icefields Parkway Jasper – Banff! Experience Europe's best rides on our Tour de Mallorca! Small groups, great food, big smiles! Tours for different levels and private trips available! Book your trip now and save!

800-661-BIKE (2453) www.rockymountaincycle.com

ADVENTURES

A CYCLIST'S ULTIMATE GUIDE TO EPIC GETAWAYS AROUND THE WORLD



WORLDWIDE

CLASSIC ADVENTURES since 1979 -

Distinctive cycling vacations, expert guides, gourmet cuisine, renowned lodging, full support. New York Finger Lakes, Erie Canal, NY Hudson River Valley, Quebec, Natchez Trace, Vermont, Texas, France, Greece, Crete, Germany, Austria & Lake Constance. Free Catalog! 800-777-8090, www.classicadventures.com

WOMEN ONLY BIKE TOURS - For all

ages and abilities. Fully supported, inn-to-inn, bike path & road tours. Cross Country, National Parks, Hawaii, Vermont, Europe & more. Bicycle workshops, wine tasting, yoga. Call for free catalog. 800-247-1444, www.womantours.com

VACATION BICYCLING – Imagine

yourself bicycling on a fun, beautiful and unforgettable 7-day bicycle tour in Charleston, The Ozarks, The Florida Keys & Key West, Martha's Vineyard & Cape Cod, Lake Tahoe, The Outer Banks and Maui, Hawaii. Come join us! Trips from \$1299 to \$1699; fully supported, hotels, food & SAG. 706-363-0341 or 800-490-2173. www.VacationBicycling.com

CYCLE AMERICA® – Enjoy a Fully
Supported Cycling Vacation this Summer.
Explore America's treasures on our series
of National Park trips or Ride an epic
Coast-to-Coast tour from Seattle to Boston.
First-Rate Support, Great Routes and Good
Friends! Let Us Help You Plan Your Next Fun
and Affordable Adventure. 800-245-3263,
www.CycleAmerica.com

FREEWHEELING ADVENTURES -

Small or private groups. Guided or self-guided. 28 years of extraordinary active trips. Biking & walking in Iceland, Europe, Israel & Canada – Rockies, Quebec, Nova Scotia, PEI, Newfoundland. We go places other companies miss. 800-672-0775, www.freewheeling.ca, bicycle@freewheeling.ca

PEDAL THE HIPPIE TRAIL from New Delhi to Goa and experience the incredible sights, sounds and smells of India. Quiet roads/Great hotels/Amazing food/Friendly staff/Historic sights. tourdafrique.com/hippie-trail

CROSS-COUNTRY

CROSSROADS CYCLING ADVENTURES -

The long distance specialists! Come ride with Tracy Leiner - owner, cyclist and tour director. Tracy travels with every group, every day! Small groups, personal attention, business-class hotels and meals. Luggage delivered to your hotel room and A/C turned on BEFORE you arrive! Extensive pre-trip support including training plan, telephone consultations and rider/staff email introductions. Ride coast to coast or split the tour into multiple segments. Celebrating 19 years of excellence. Rider references available. 800-971-2453, www.crossroadscycling.com

AMERICA BY BICYCLE, INC. – Come join us for our 21st season! We have a cross country tour for every cyclist. Choose a touring pace ride, San Francisco to New Hampshire in 52 days - 3,840 mi or Oregon to Maine in 50 days - 3,630 mi. Can't get away for two months try: The Great Lakes - 1,730 mi, Blue Ridge Parkway - 690 mi, or Astoria, OR to Newport Beach, CA in 23 days - 1,430 mi. Come spend a week in the spectacular brilliance of the Fall Foliage Season in New England (Oct.). We offer 34 tours from 5 to 52 days. Check out our website, web store, and register online @ www.abbike.com 888-797-7057

EASTERN STATES

CAROLINA TAILWINDS – From South Carolina's coast to New York's Finger Lakes, and from easy rails-to-trails, to challenging Skyline Drive climbs. Outstanding cuisine, distinctive inns, full support. 888-251-3206, www.CarolinaTailwinds.com

MAINE - CAPE COD BIKE TOURS - Join

Escapades Bike Tours this September as we bike the Cape from Falmouth to Provincetown plus Martha's Vineyard or head to Maine to bike Acadia National Park plus the Maine coast and Islands. Fully Supported. Classic Lodgings. Delicious Meals! 877-880-2453, escapadesbiketours.com

AMERICAN RED CROSS SUPPORTED

RIDE – from Pittsburgh to Washington DC. Car-free on one of the most beautiful Rail-Trails in the World. 8/3 to 8/7. Humanitarianism, great value & great fun! Single day options available. 724-872-8748, www.arcbike4life.org

WESTERN STATES

ARIZONA BIKE TOUR – Join Escapades Bike Tours this February/March/November and enjoy the very best winter biking through Arizona's Sonoran Desert. Great itinerary. Fully Supported. Classic Lodgings. Delicious Meals! 877-880-2453, escapadesbiketours.com

TIMBERLINE ADVENTURES – Cycling

& hiking vacations for those who love to bike and hike. Experience an extraordinary adventure with a group whose sole purpose for 32 years has been the U.S. & Canada. Offering 23 new tours and 73 tour dates in 2015 including our new 2108 mile cycling Odyssey and our 100 mile hiking Odyssey in England. www.timbertours.com www.facebook.com/timberlineadventures. E-mail: timber@earthnet.net, or call 303-368-4418 or 800-417-2453.

LIFE AT THE SPEED OF BIKE – **LIZARD HEAD CYCLING GUIDES** specializes in fully supported Road & MTB tours across the carfree roads in the iconic American West. Featured in the NY Times. **970-728-5891. www.LizardHeadCyclingGuides.com**

CANADA

ROCKY MOUNTAIN CYCLE TOURS -

All-inclusive cycling and mountain biking adventures in the breathtaking Canadian Rockies and beyond. Small groups, big smiles! 800-661-BIKE (2453)
www.rockymountaincycle.com

TO ADVERTISE,

CONTACT JACKIE COKER

AT 801-668-6038

OR

JACKIECOKER@SBCGLOBAL.NET



Your food shouldn't be a freaky science experiment

Do you like your food without chemicals or ingredients so processed they sound like plastic polymers? So does Rodale, which is why we launched EatClean.com, with all the news, views, and recipes on stuff made by Mother Earth, not in a freaky science lab. If you give a damn about your food, this is where the conversation starts.



eatclean.com
Follow us @eatcleanfeed

This Way

▶ OUR ONGOING EXAMINATION INTO THE NATURE OF EXISTENCE, THE MEANING OF LIFE, AND MUCH MORE IMPORTANT STUFF



THOMAS YANG

42, creative director of 100Copies, a collection of bike-themed art prints limited to 100 each

T-03	
Allez! □	☑ Venga!
Arriving 🗖	□ Leaving
Breakaway □	ĭ Sprint
Climbing □	■ Descending ¹
Cat □	□ Dog
Chase 🗖	□ Escape
CO₂ cartridge □	ĭ Pump
Caps □	☐ Hats
Color 🗖	□ Weight
Drop bar □	☐ Flat bar²
Fame □	☐ Glory
Grace ³ □	□ Power
Heart 🗖	□ Legs
Hand built 🗂	☐ High tech
How 🗖	□Why
Less⁴□	□ More
Pack □	Solo
Racing □	Riding ⁵
That □	This
Low socks 🔲	□ Tall socks
Components □	☐ Frame ⁶
Electronic 🗆	Mechanical
Style 🗖	□ Value
Passion 📮	□ Price
Be Good □	☑ Do Good ⁷

1. You don't use energy and you just enjoy the freedom. Whenever you go up, there's the descent as a reward. 2. I used to have a road bike with a drop bar, but now that I've slowed down it looks cooler with a straight bar and a fixed gear. 3. Grace is more chill. 4. Less is more in terms of aesthetics in bikes; it's just like someone wearing too many accessories. Keep it clean, the cleaner the better. 5. Racing sounds like stress, and riding sounds much friendlier. 6. With a good frame, no matter how you build it, it's a good bike. The soul of a bike is the frame. 7. That's how I started 100Copies. Some of my designs drive donation to charities in the area, and some of the stickers promote safe cycling. I do 100 because I want more people to own my art and share it, rather than selling one piece that one person puts up in their apartment.

128 BICYCLING.COM • MAY 2015 Photograph by EUNICE NG



Ever dream of racing the pros or seeing how you stack up to other riders on a climb, in real-time? Meet your match with Edge 1000. This color touchscreen GPS bike computer lets you connect, compare and compete through dynamic in-ride challenges and connected features¹ like live tracking. Add in bike-specific navigation and mapping, and you've got one very sharp Edge.

Find out how you can own it at Garmin.com/edge



